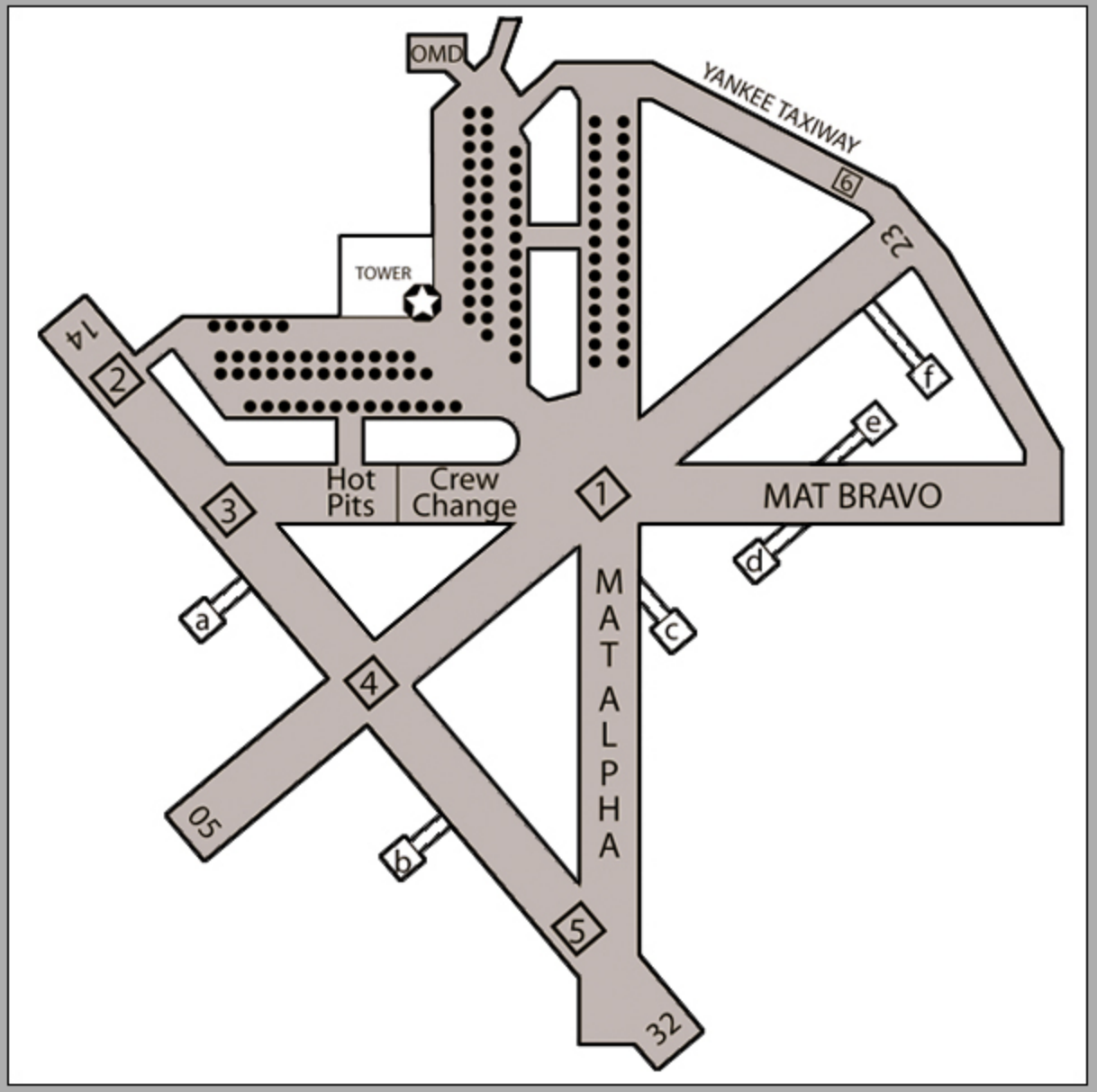
HT-28 Course Rules Refresher Training

Purpose

- These slides are intended to supplement the RWOP by giving visual depictions of home field taxi, take off, and landing operations as per the RWOP pre-runway construction
- Students who attended the Course Rules Class during runway construction did not receive this portion of the course rules brief
- Everything in this presentation is

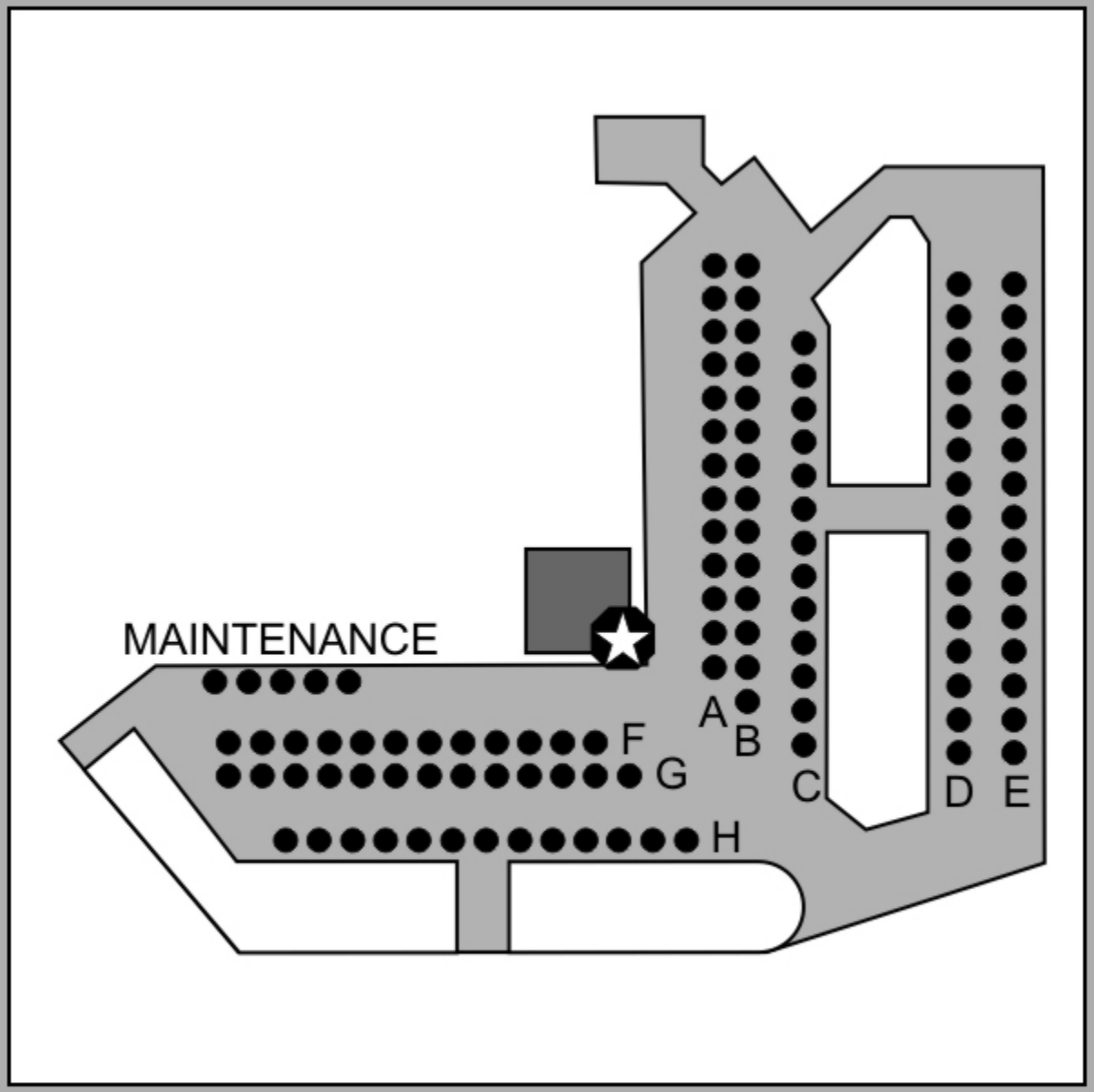
Airfield Diagram



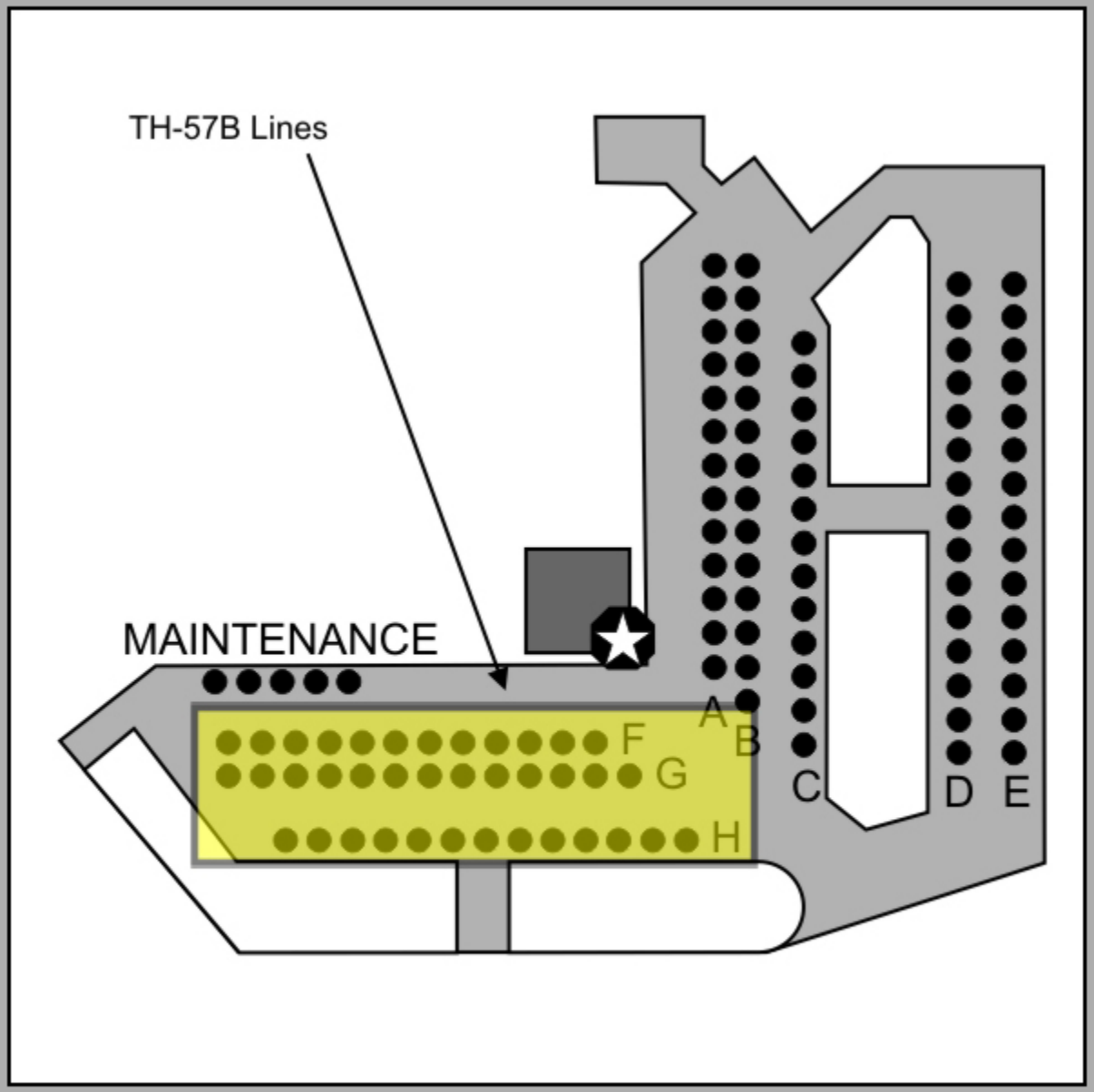
Reference

- RWOP Chapter 5, 6
- Elevation: 177 feet MSL

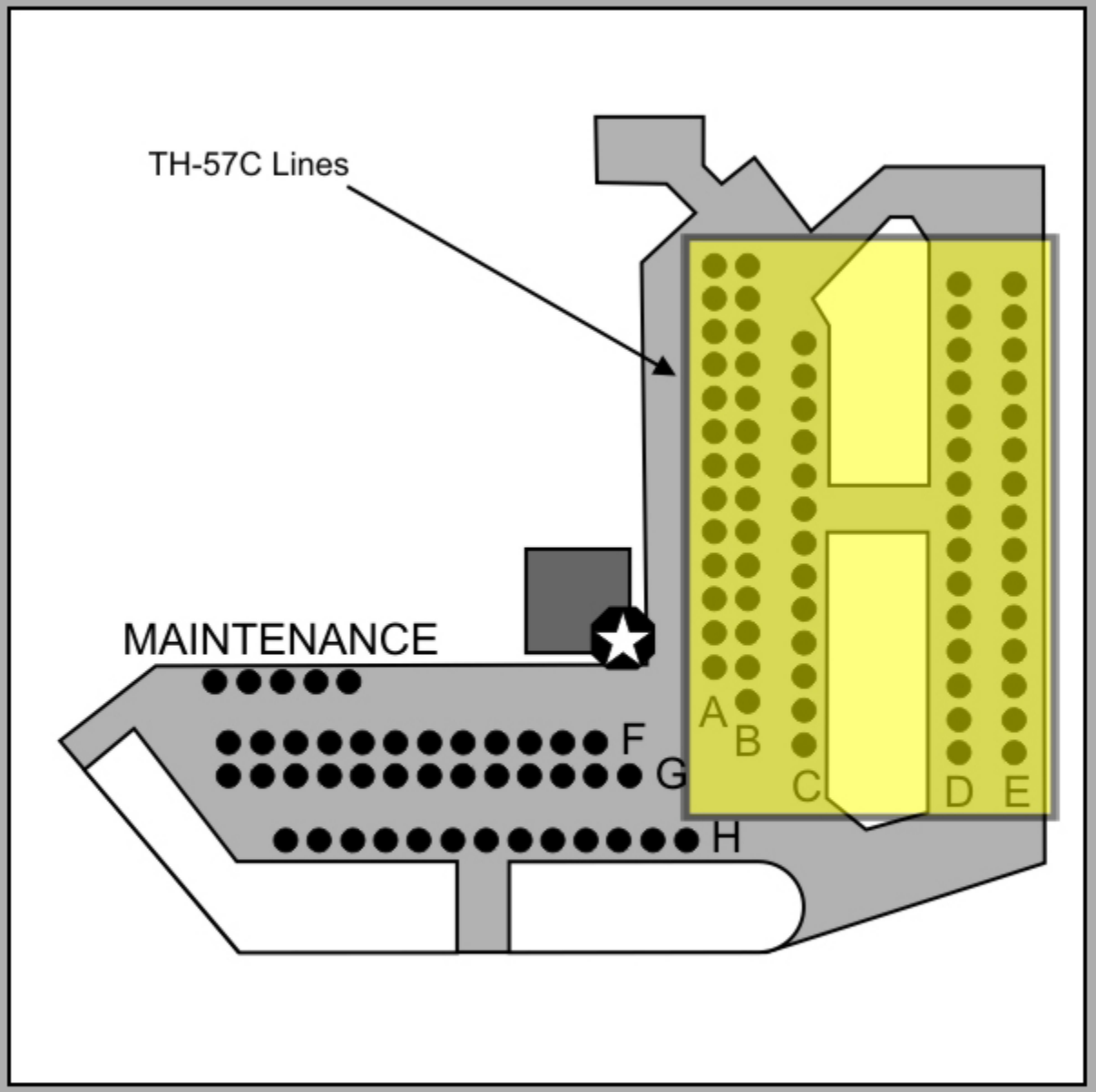
Line Environment



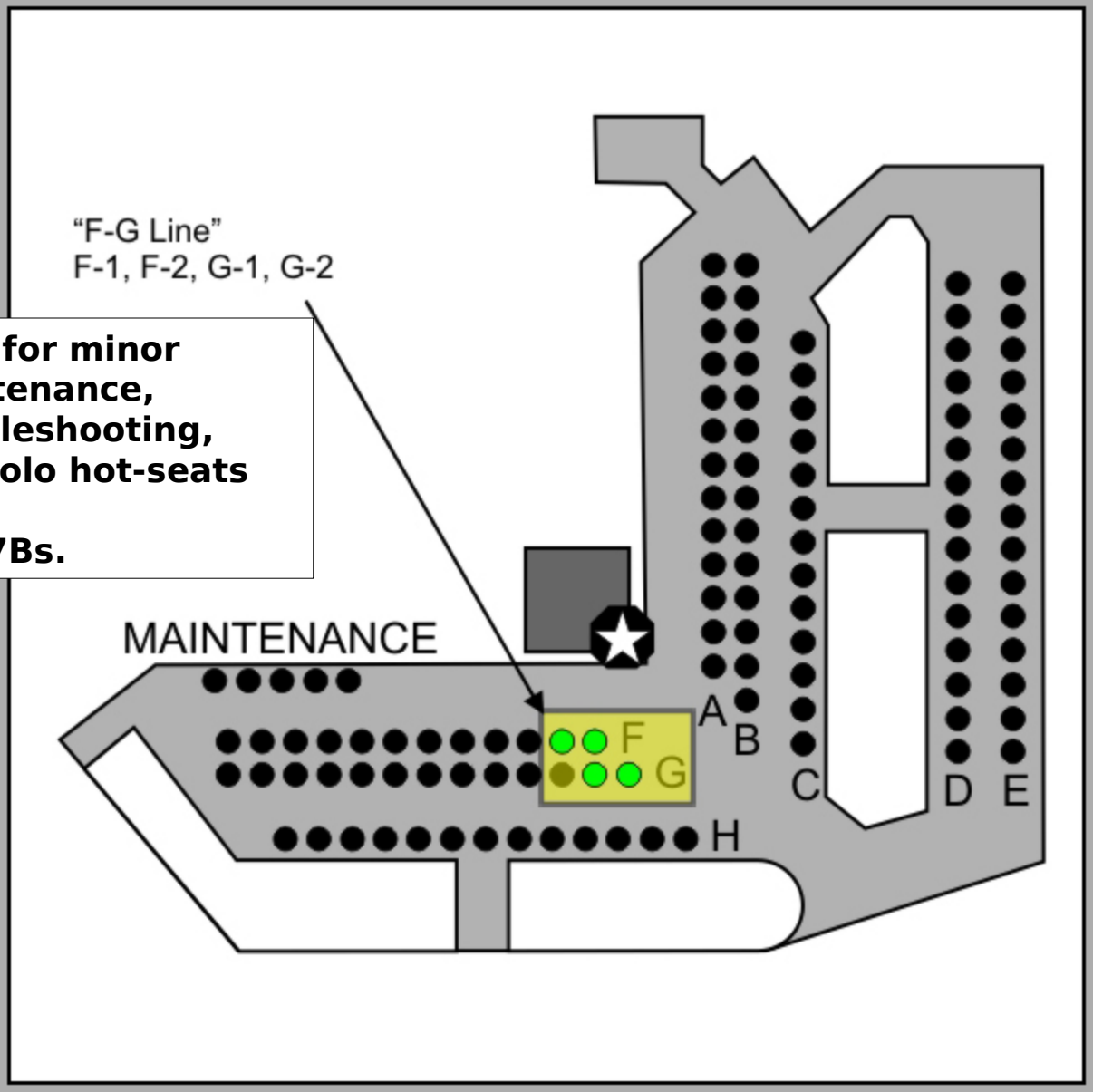
Line Environment



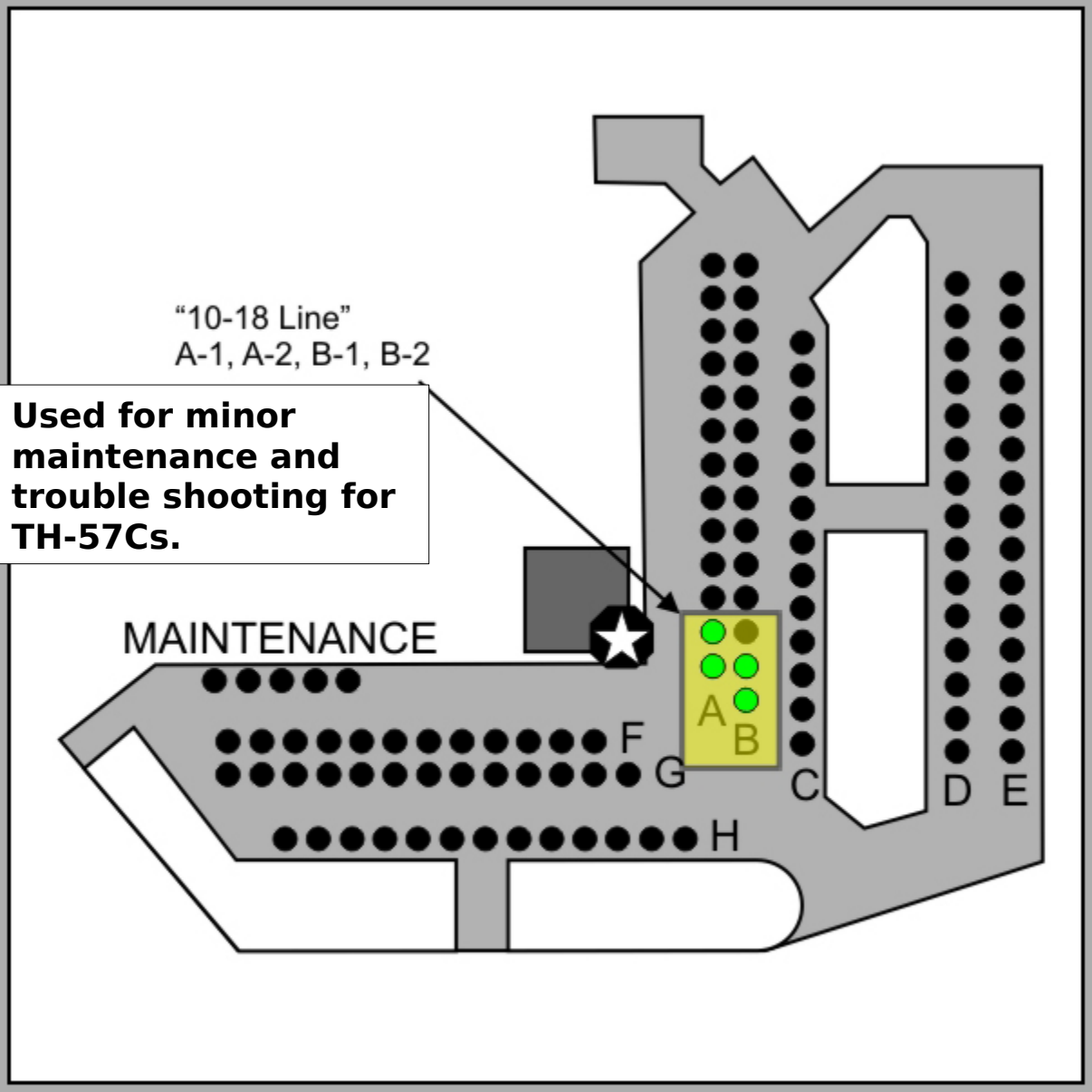
Line Environment



Line Environment



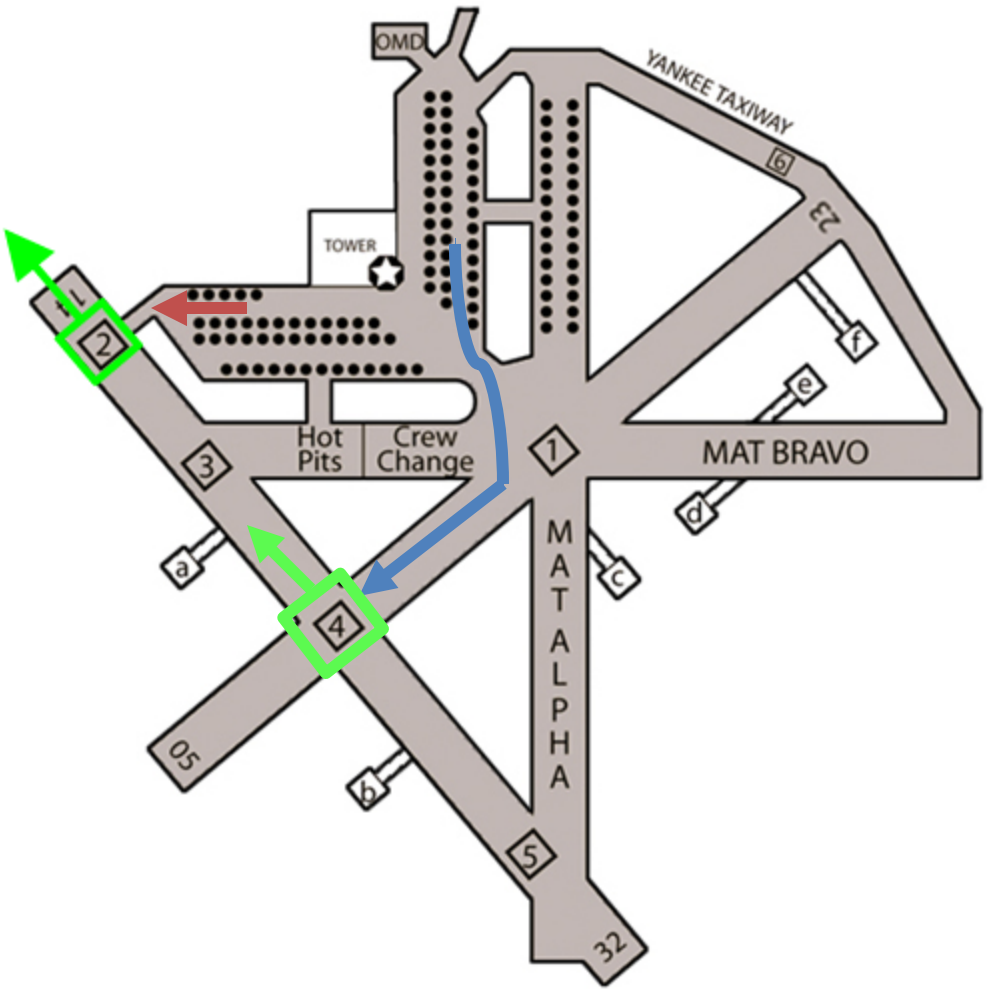
Line Environment



South Whiting Pattern

- Do not overfly buildings.
- Do not overfly the fuel pits.
- Remain South of Langley Road at all times.
- All turns across the approach end of Runway 32 shall be over perimeter road.
- 6 Helicopter Landing Spots (Numbered 1 through 6)
- For contact flights, only Spots 1, 2, 3, 4 are normally used.
- Every runway has four spots that need to be memorized:
  - Normal Takeoff spot
  - Normal Landing spot
  - Crew Change Area Takeoff spot
  - Crew Change Area Landing spot

Runway 32 in Use



Normal Takeoff Spot?

Spot 2 TH-57B

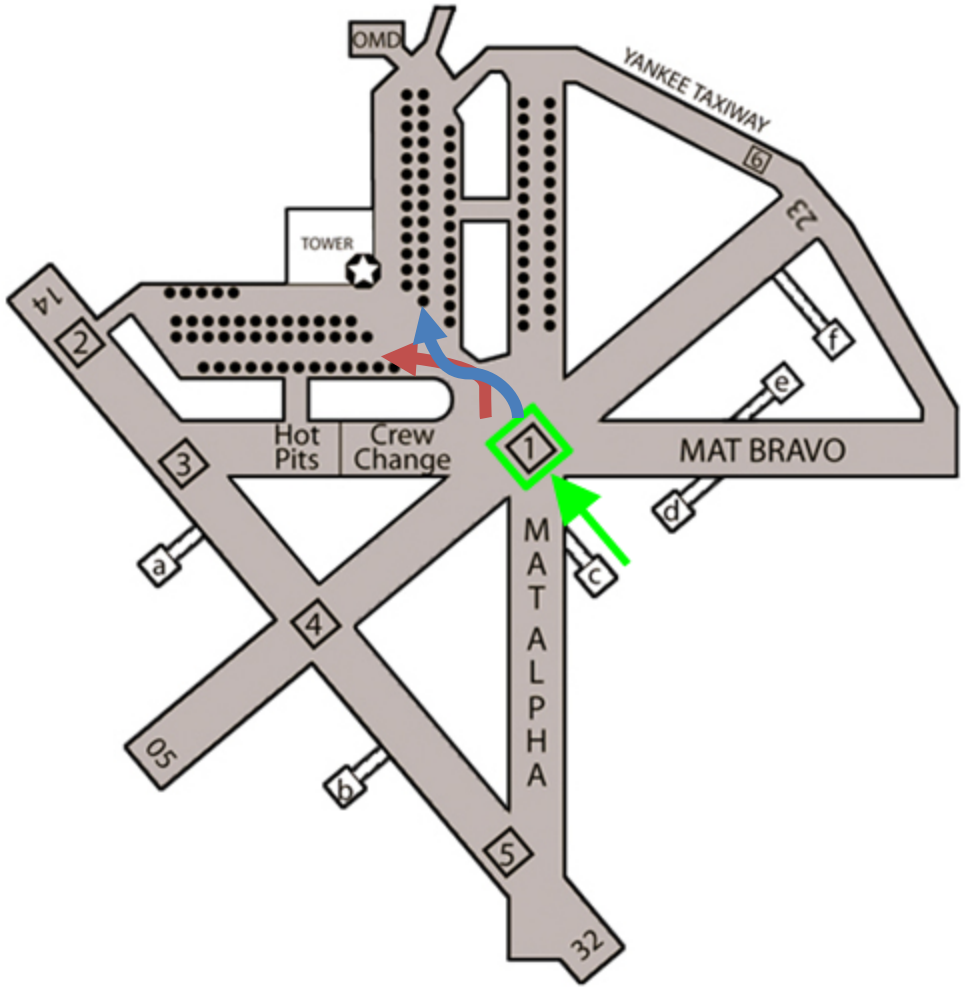
Spot 4 TH-57C

*Normal takeoff spots imply that you are taxing from the line area for take off.

Play

Click Play to continue.

Runway 32 in Use



Normal Landing Spot?

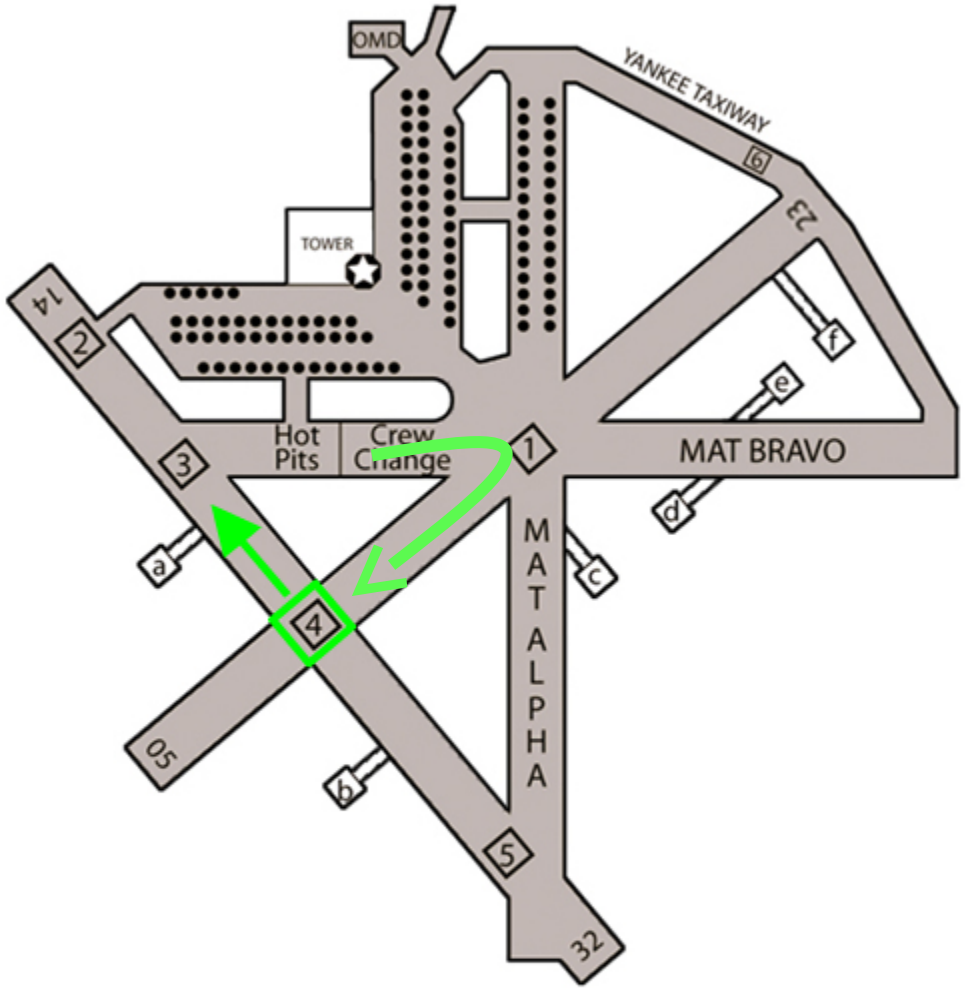
Spot 1 TH-57B

Spot 1 TH-57C

Play

Click Play to continue.

Runway 32 in Use



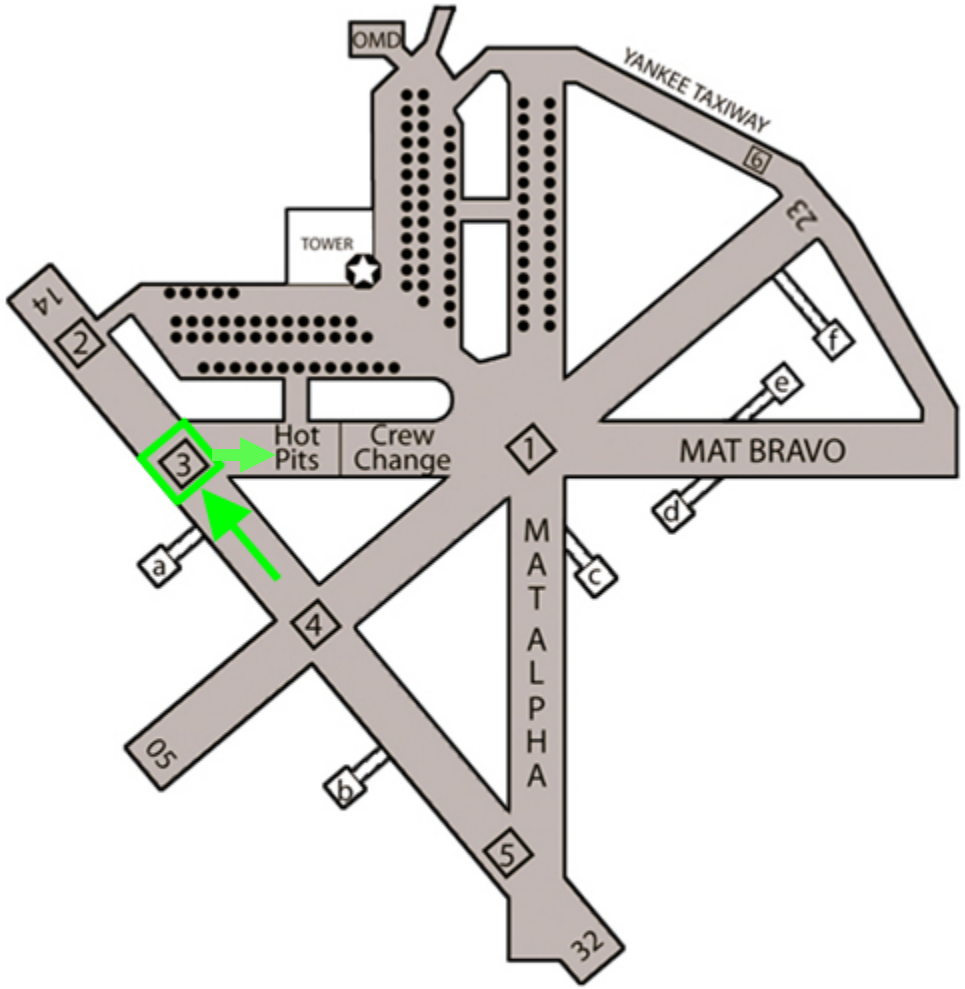
Crew Change Takeoff Spot?
Spot 4.

Play

Click Play to continue.

EXIT

Runway 32 in Use



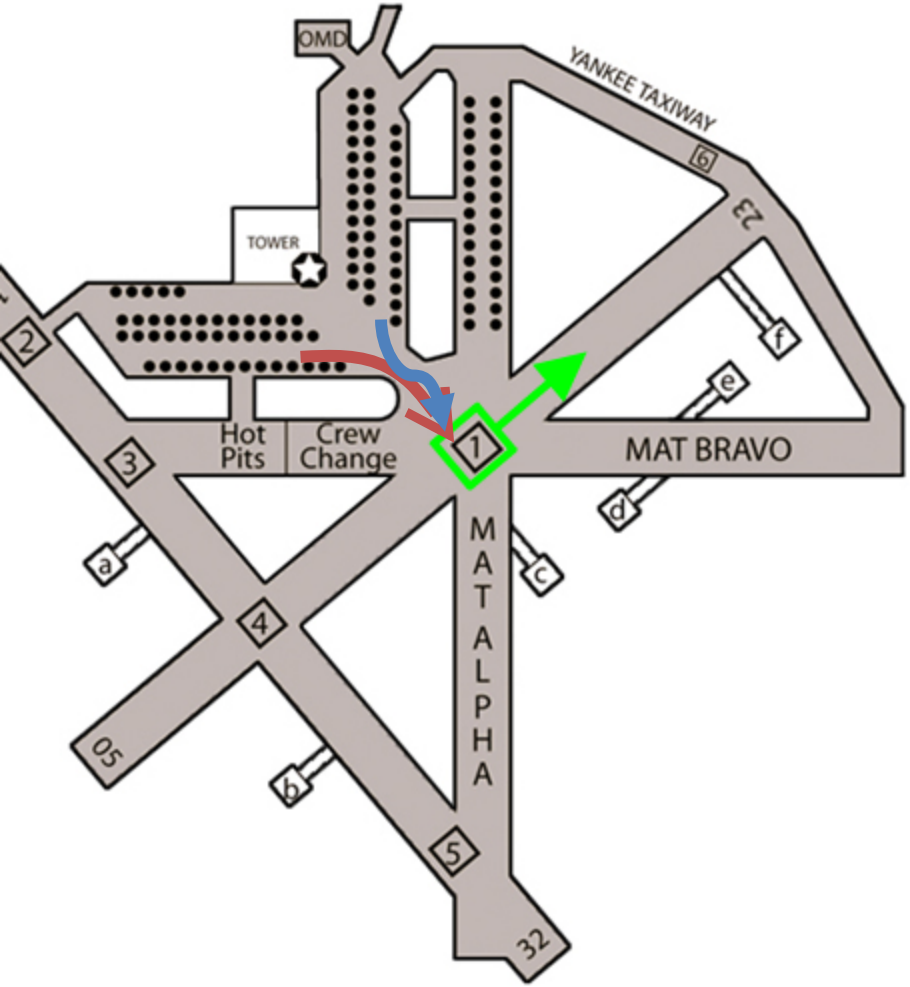
Crew Change Landing Spot?
Spot 3.

Play

Click FORWARD to contin

EXIT

Runway 5 In Use



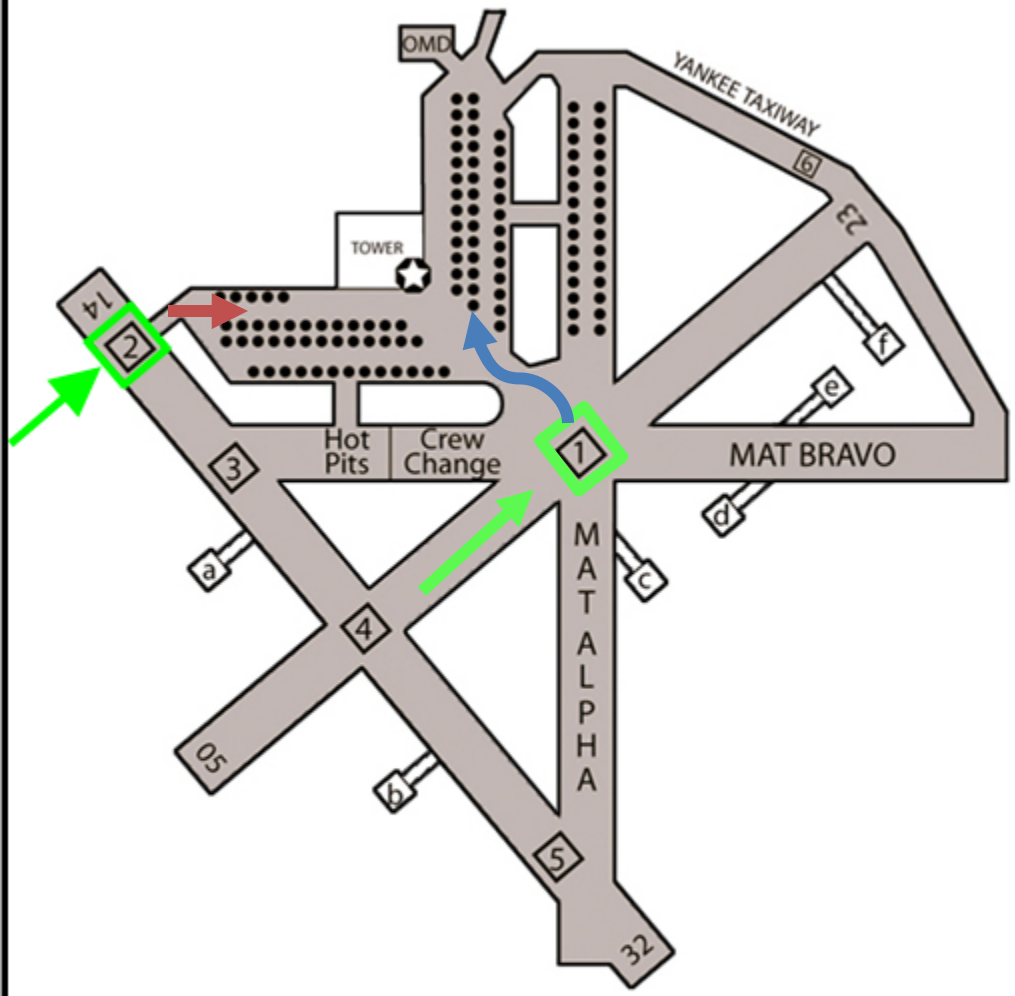
Normal Takeoff Spot?
Spot 1.

Play

Click Play to continue.

EXIT

Runway 5 in Use



Normal Landing Spot?

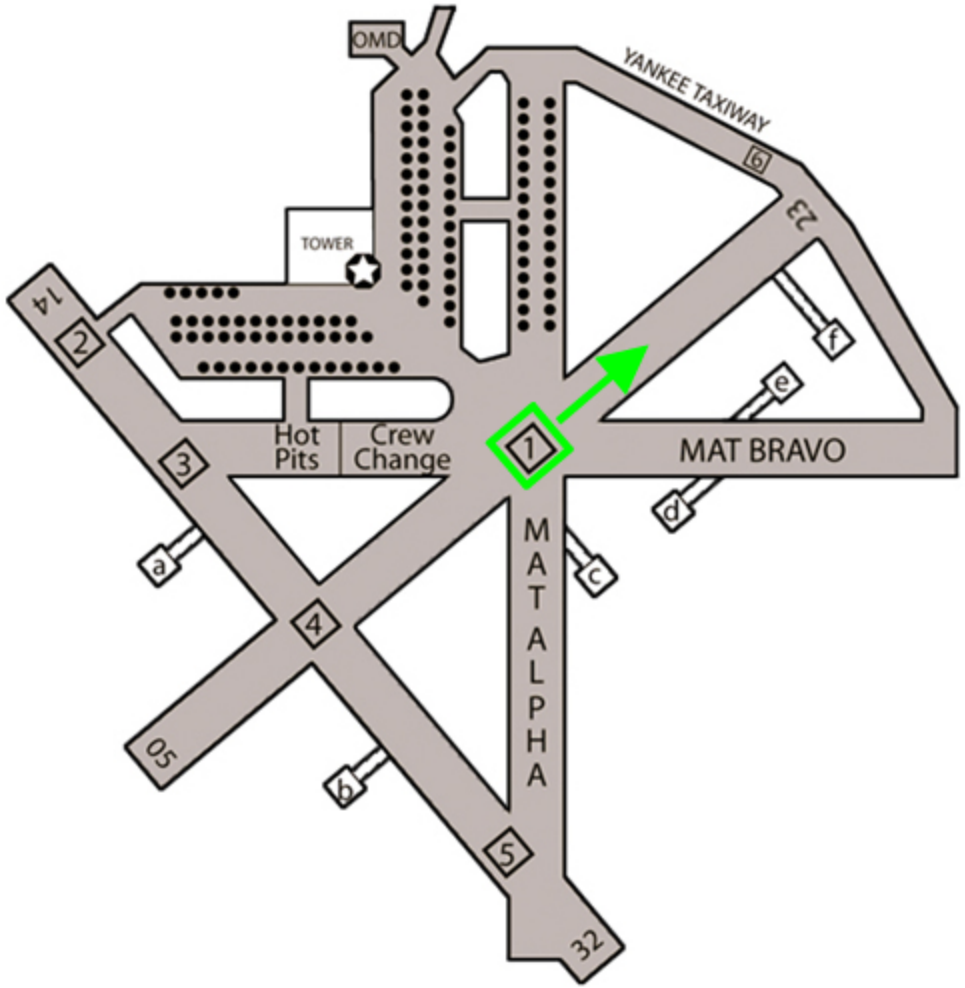
Spot 2 TH-57B

Spot 1 TH-57C

Play

Click Play to continue.

Runway 5 in Use

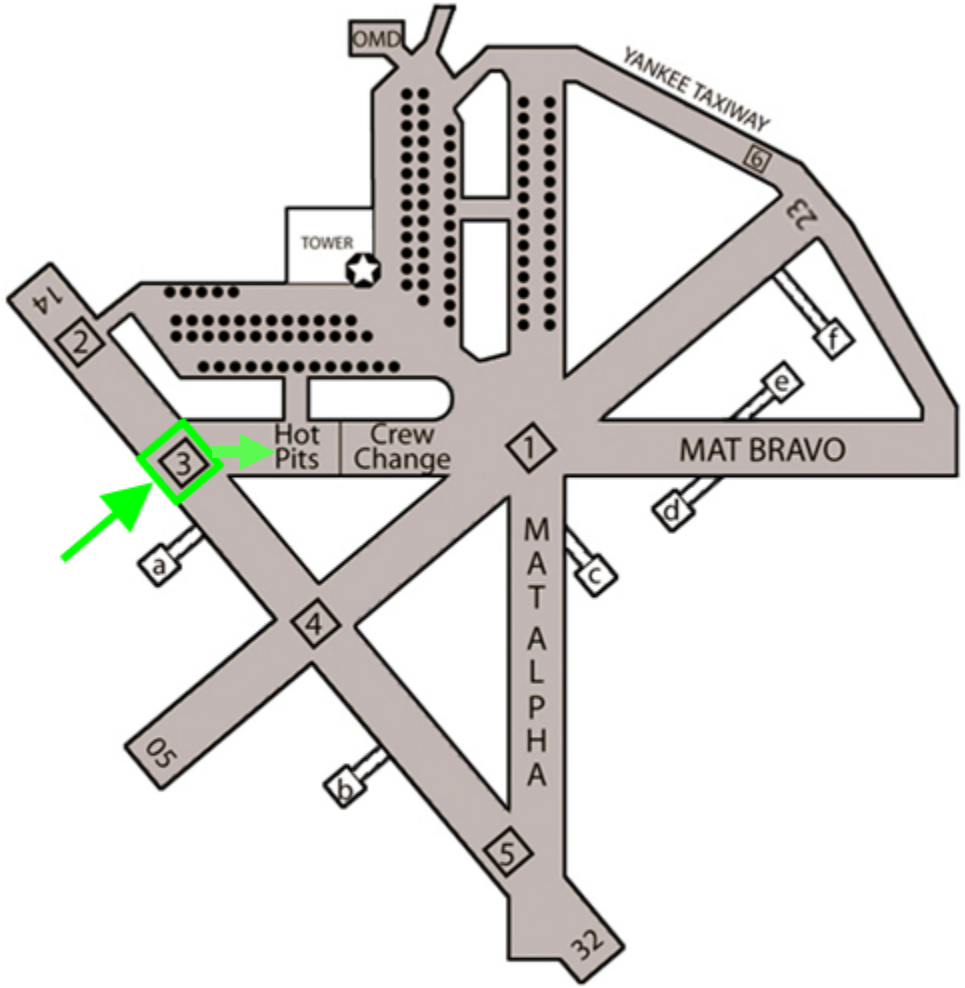


Crew Change Takeoff Spot?
Spot 1.

Play

Click Play to continue.

Runway 5 in Use

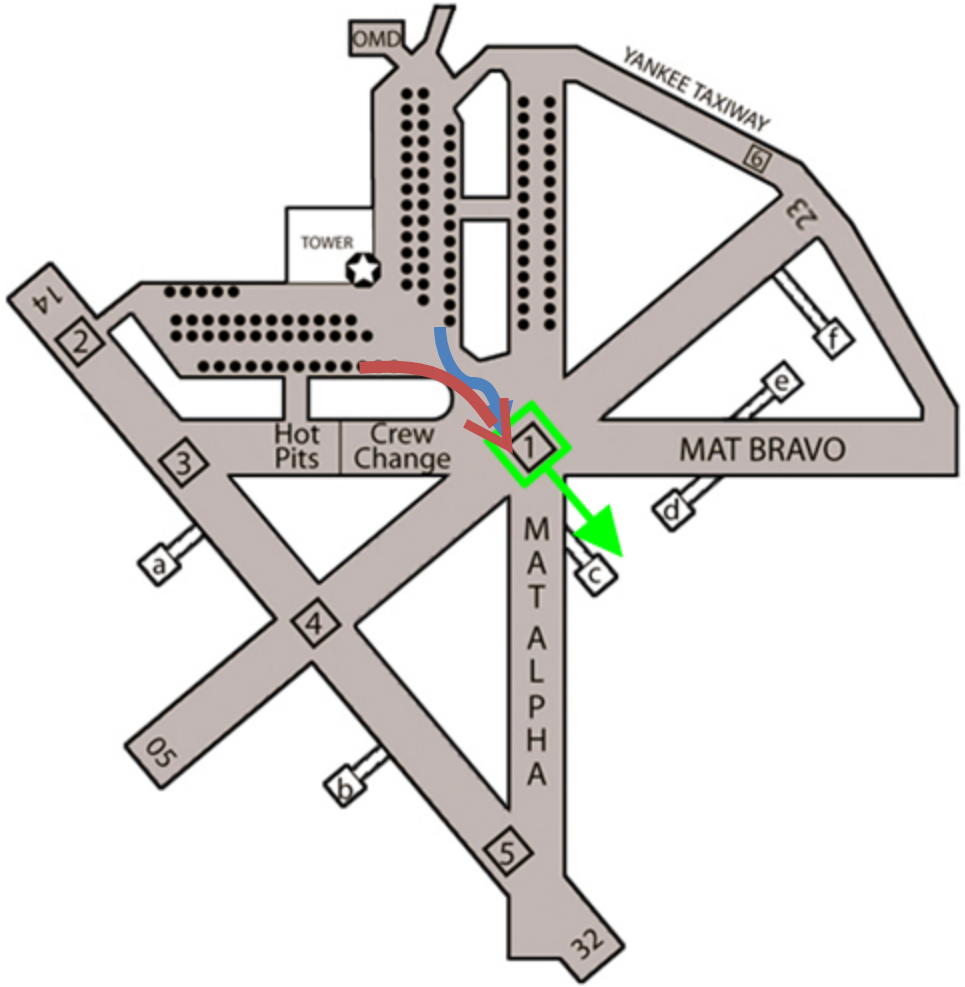


Crew Change Landing Spot?
Spot 3.

Play

Click FORWARD to contin

Runway 14 in Use



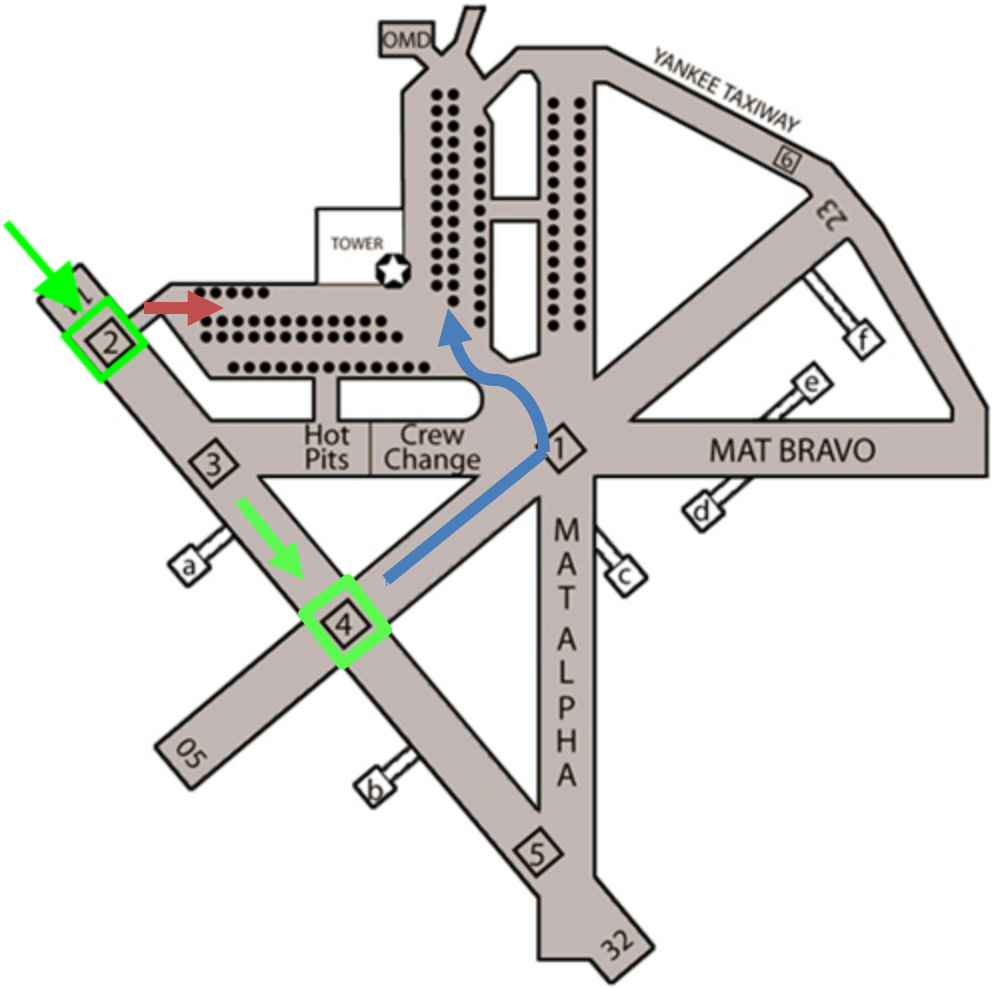
Normal Takeoff Spot?
Spot 1.

Play

Click Play to continue.

EXIT

Runway 14 in Use



Normal Landing Spot?

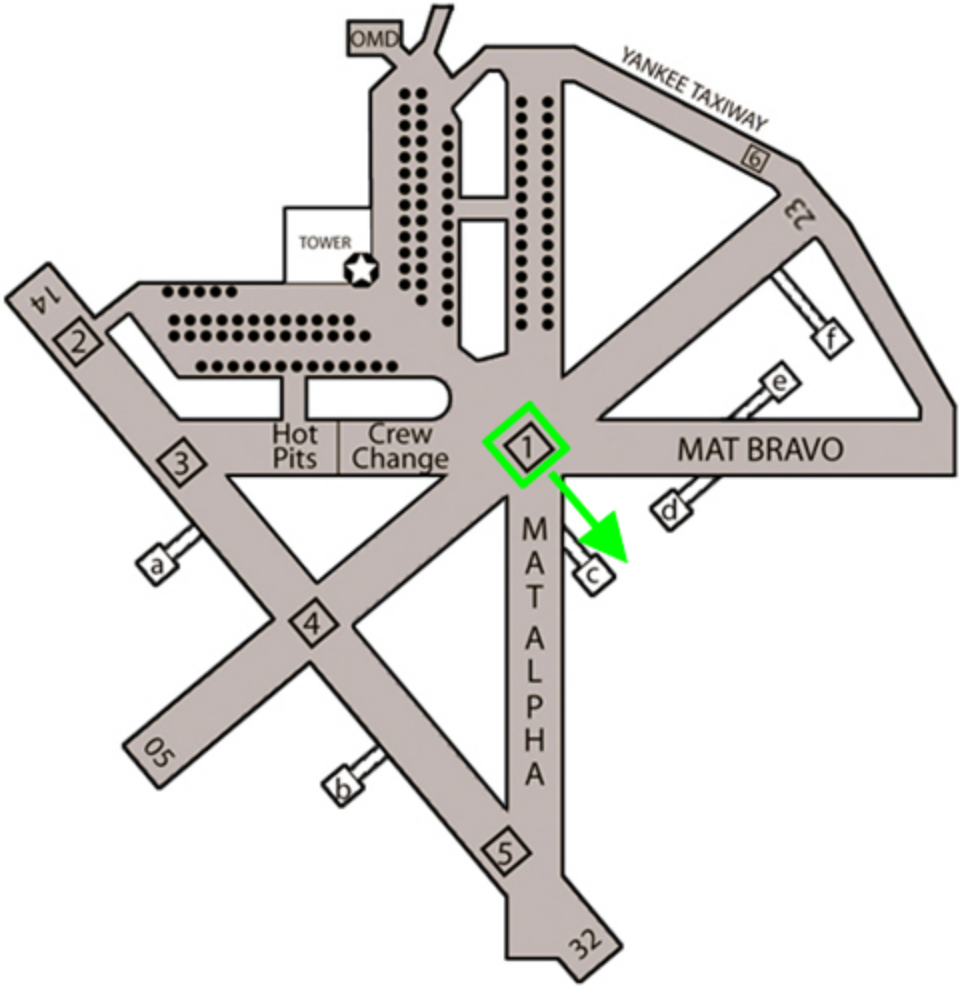
Spot 2 TH-57B

Spot 4 TH-57C

Play

Click Play to continue.

Runway 14 in Use

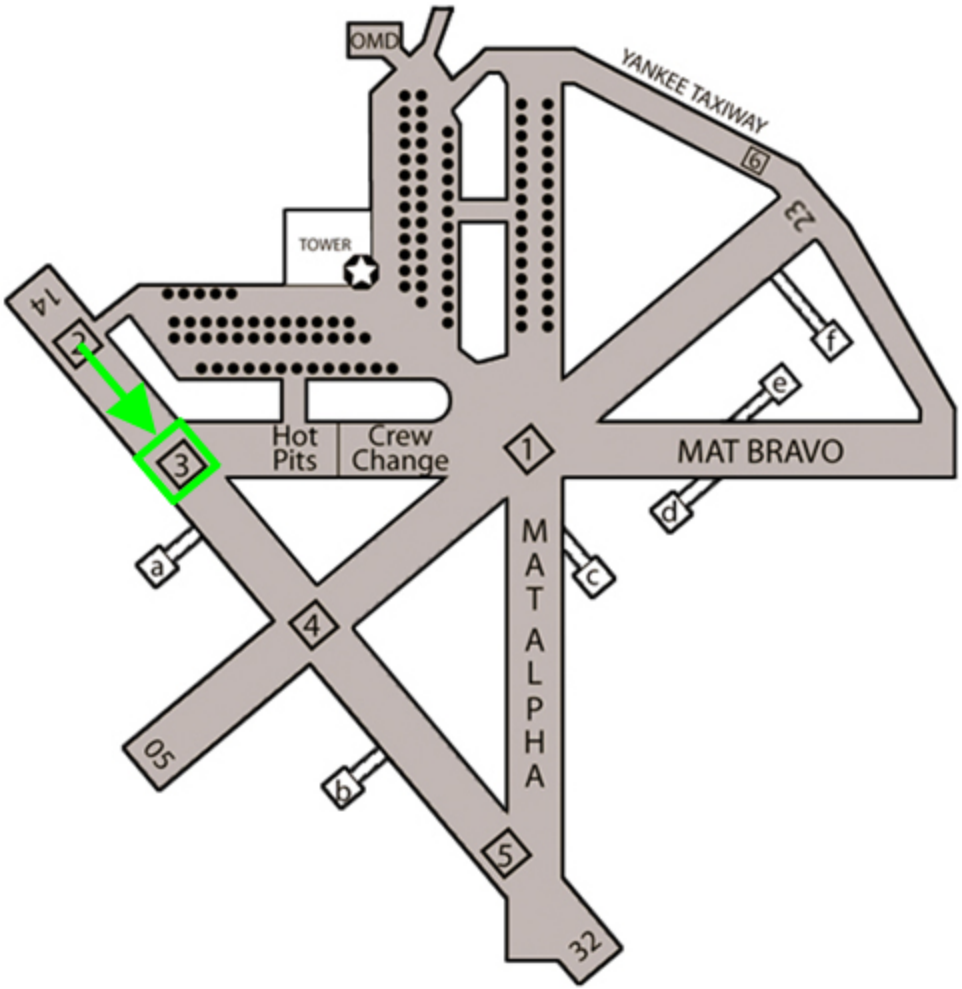


Crew Change Takeoff Spot?
Spot 1.

Play

Click Play to continue.

Runway 14 in Use



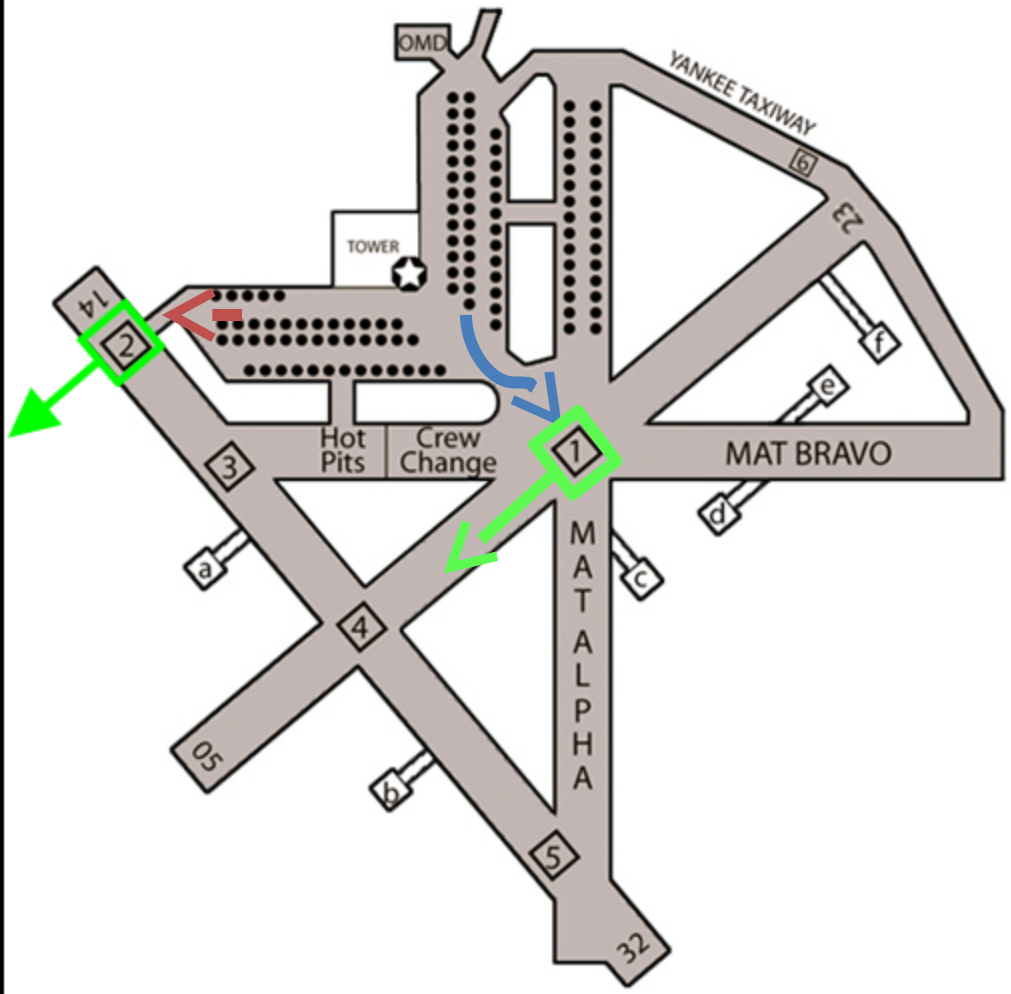
Crew Change Landing Spot?
Spot 3.

Play

Click FORWARD to conti

EXIT

Runway 23 in Use



Normal Takeoff Spot?

Spot 2 TH-57B

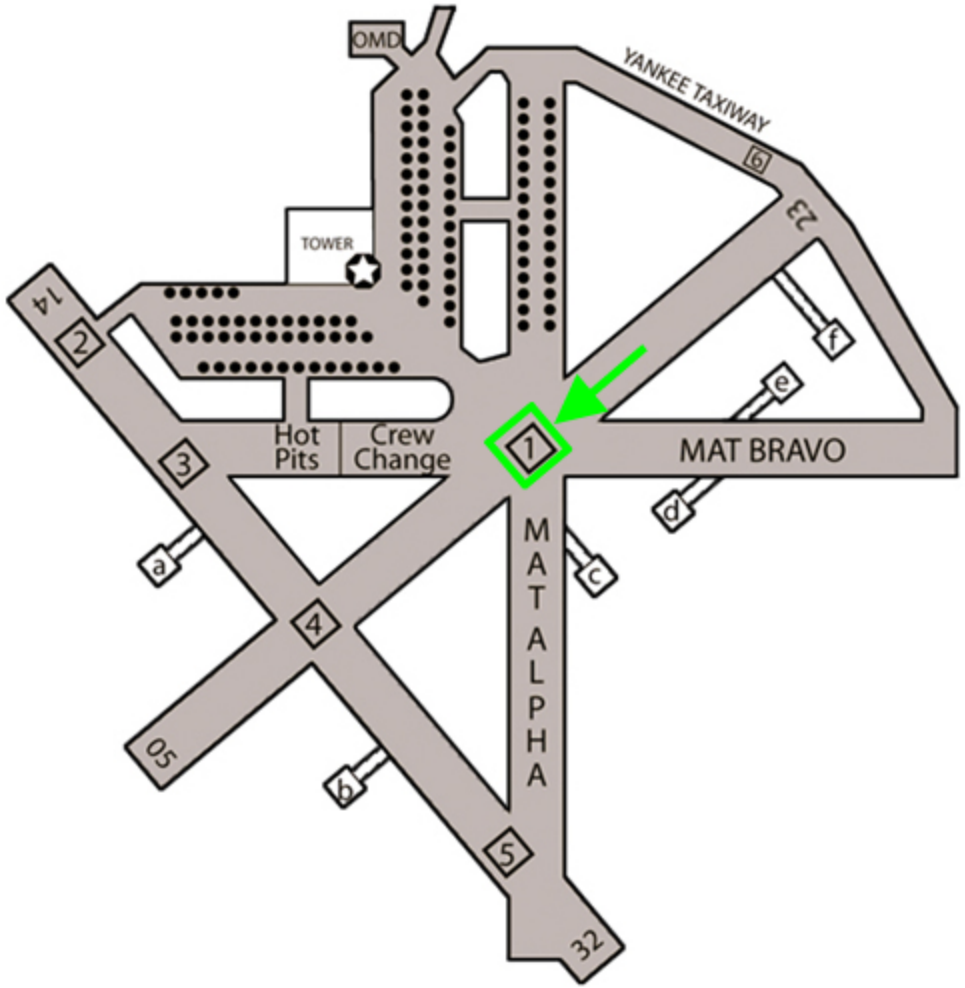
Spot 1 TH-57C

Play

Click Play to continue.

EXIT

Runway 23 in Use



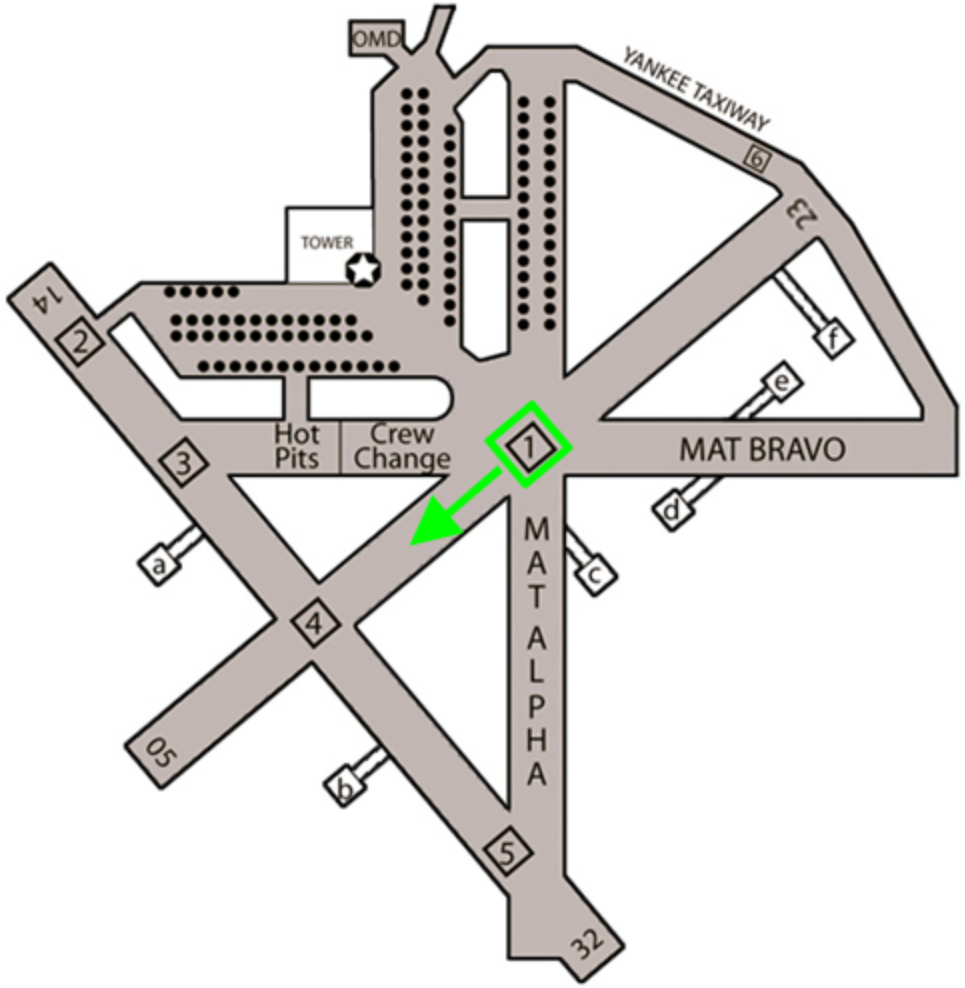
Normal Landing Spot?
Spot 1.

Play

Click Play to continue.

EXIT

Runway 23 in Use

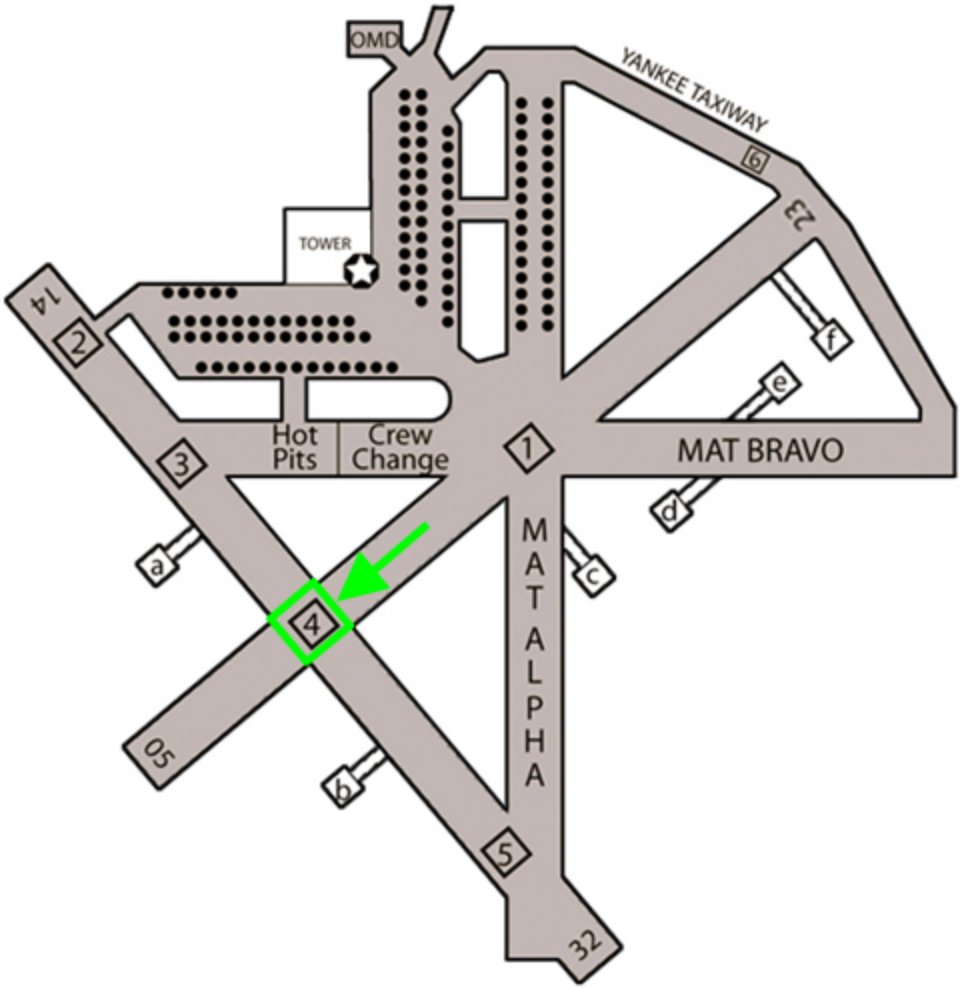


Crew Change Takeoff Spot?
Spot 1.

Play

Click Play to continue.

Runway 23 in Use



Crew Change Landing Spot?
Spot 4.

Play

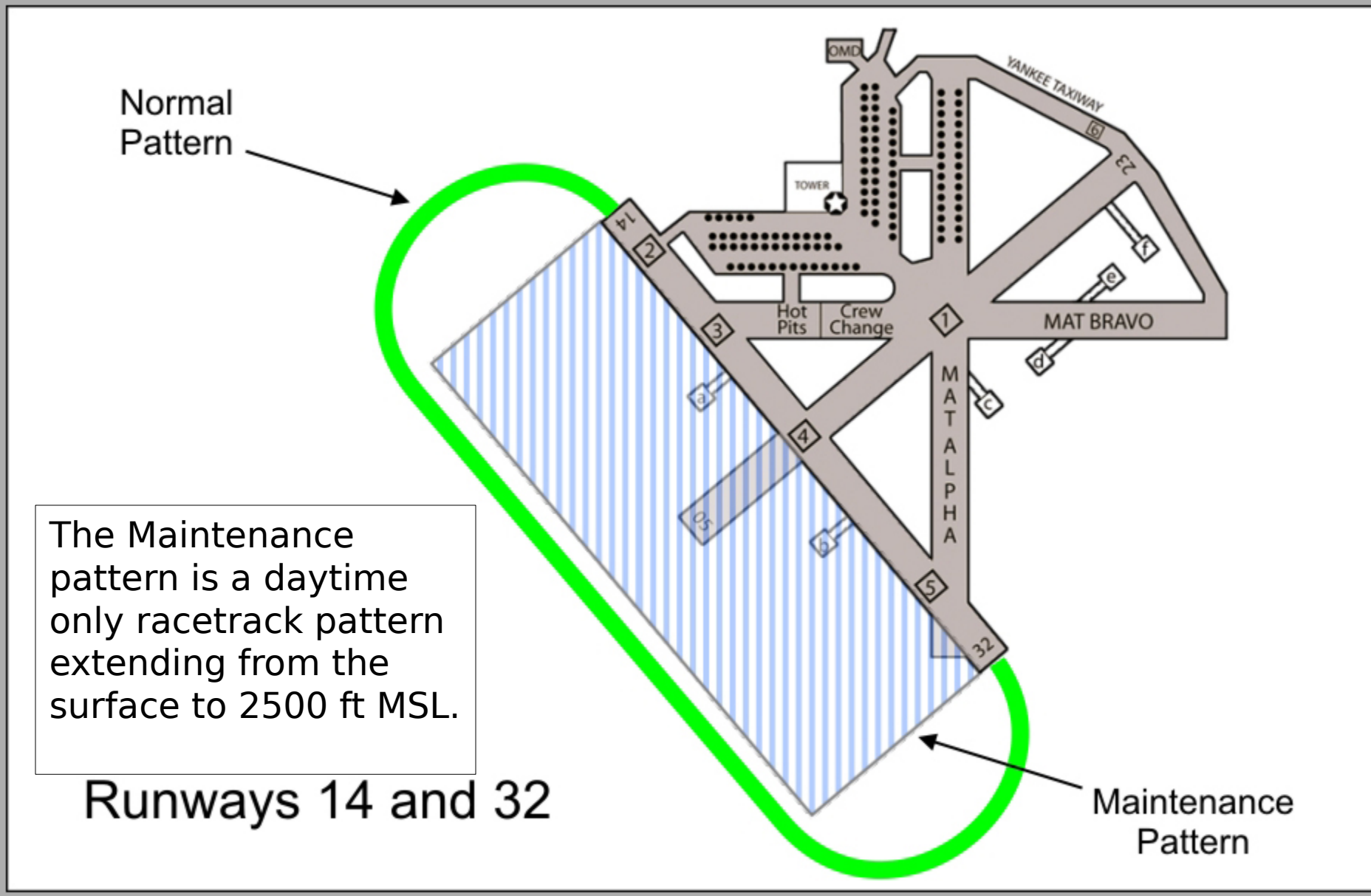
Click FORWARD to conti

EXIT

Maintenance Pattern

- Contains maintenance aircraft conducting post maintenance functional check flights (FCFs)
- Extends to the ends of the duty runway
- 5/23 Maintenance pattern extends to the approach end of Runway 32.
- 14/32 Maintenance pattern extends the length of the grass cutout in front of the approach end of Runway 5.
- Turns are made outside of the duty runway.
- "Cleared Short Approach" is the only clearance that lets you fly through the maintenance pattern.

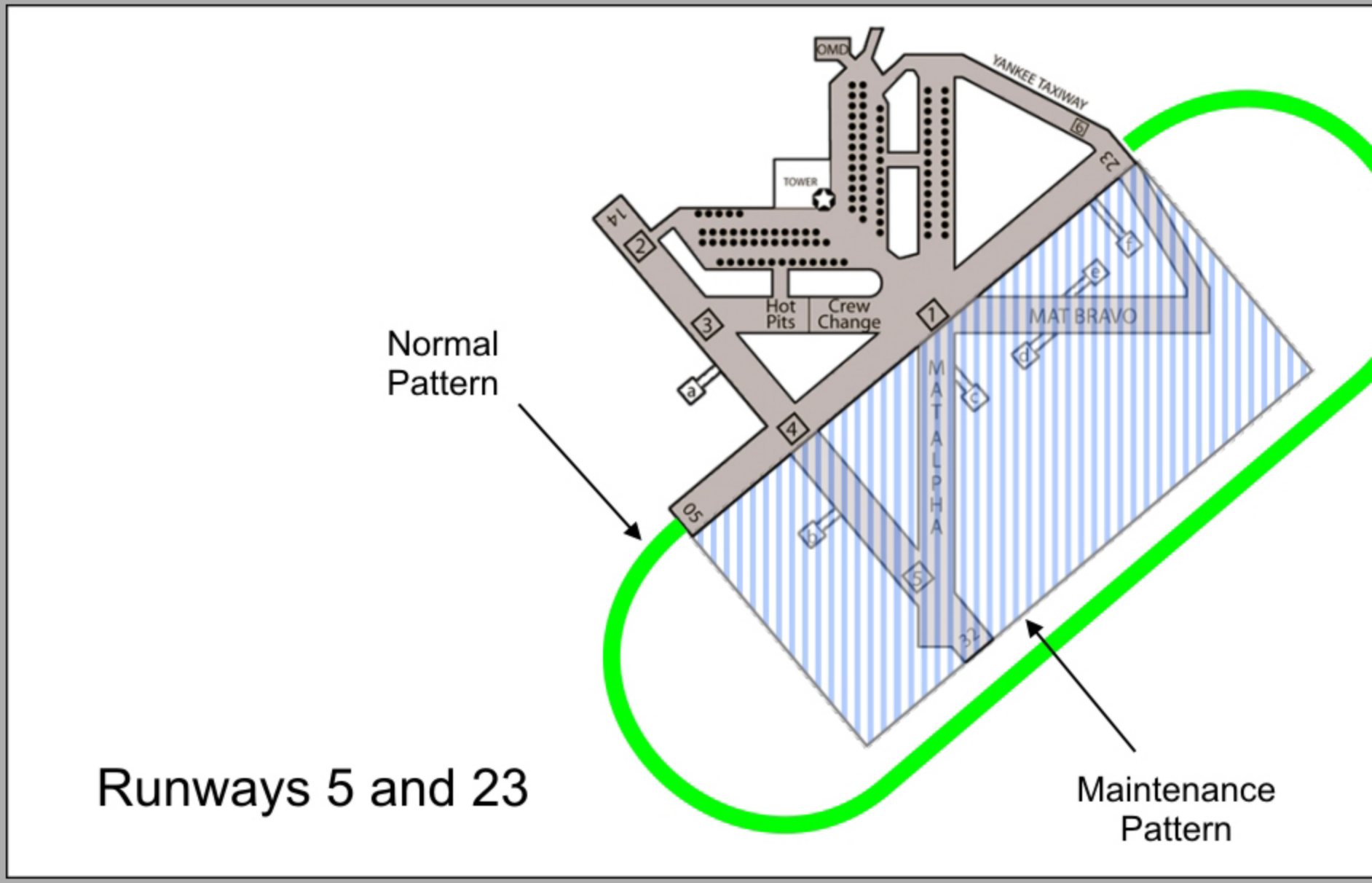
South Whiting Maintenance Pattern



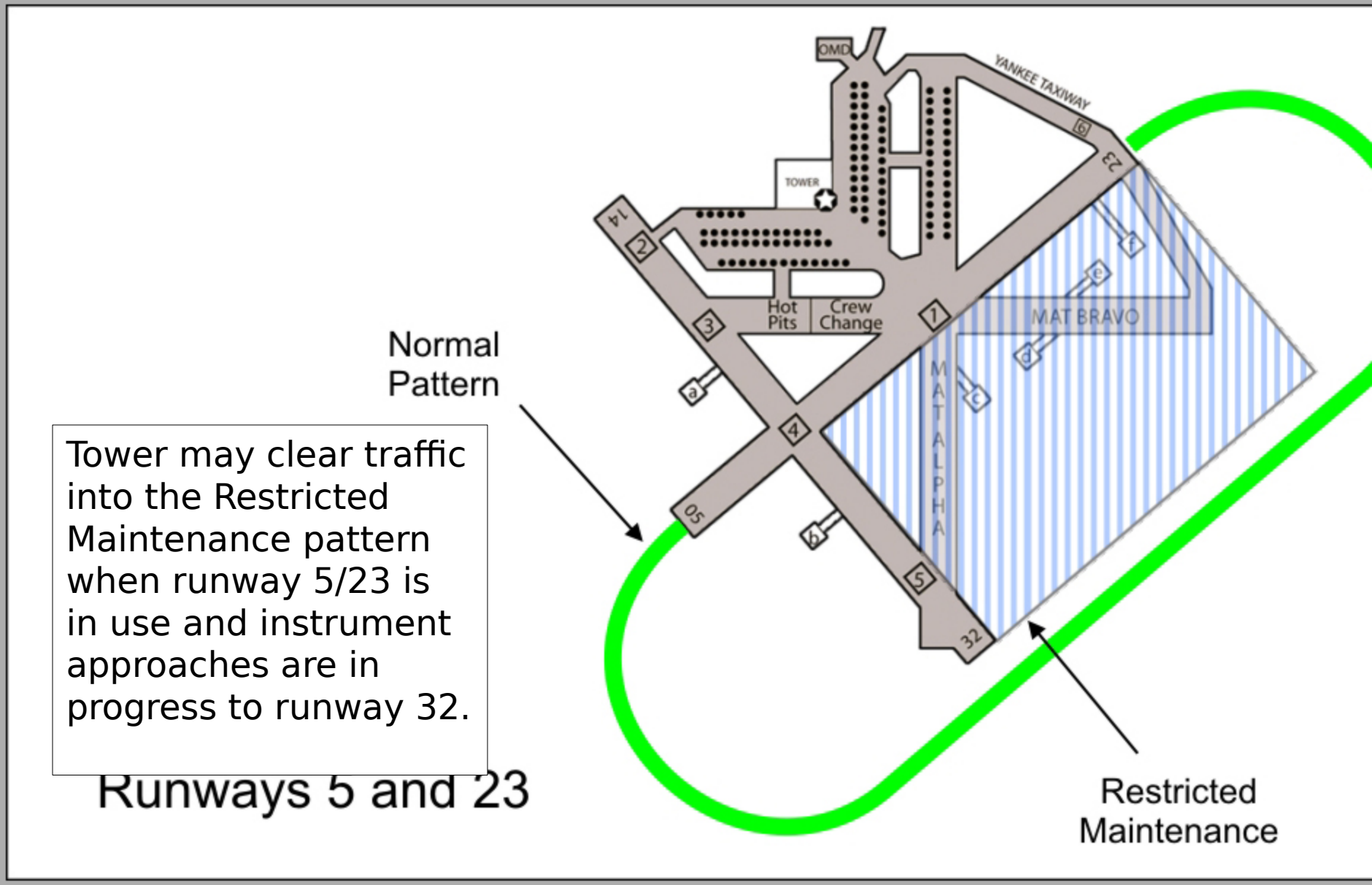
The Maintenance pattern is a daytime only racetrack pattern extending from the surface to 2500 ft MSL.

Runways 14 and 32

South Whiting Maintenance Pattern

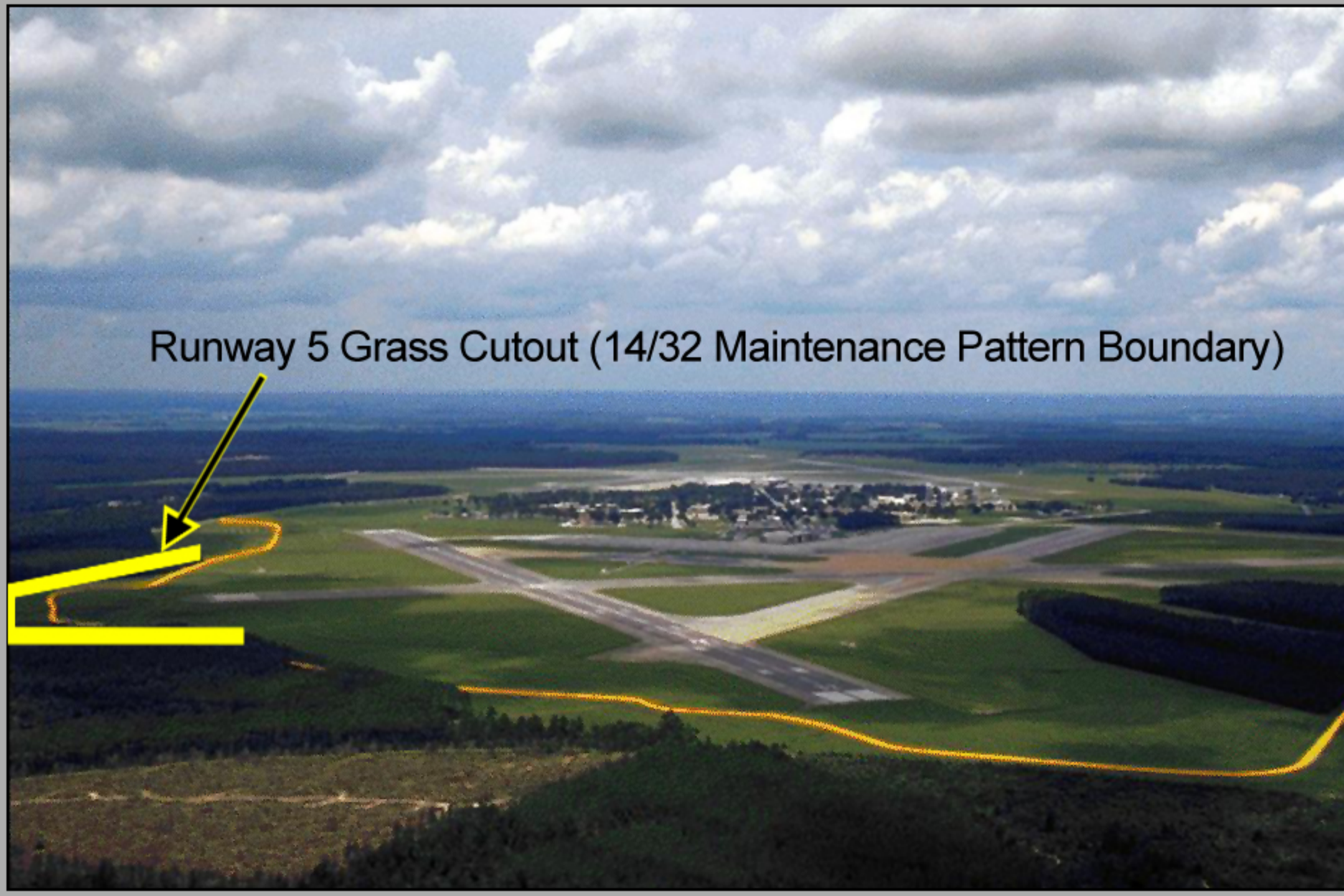


South Whiting Maintenance Pattern



Tower may clear traffic into the Restricted Maintenance pattern when runway 5/23 is in use and instrument approaches are in progress to runway 32.

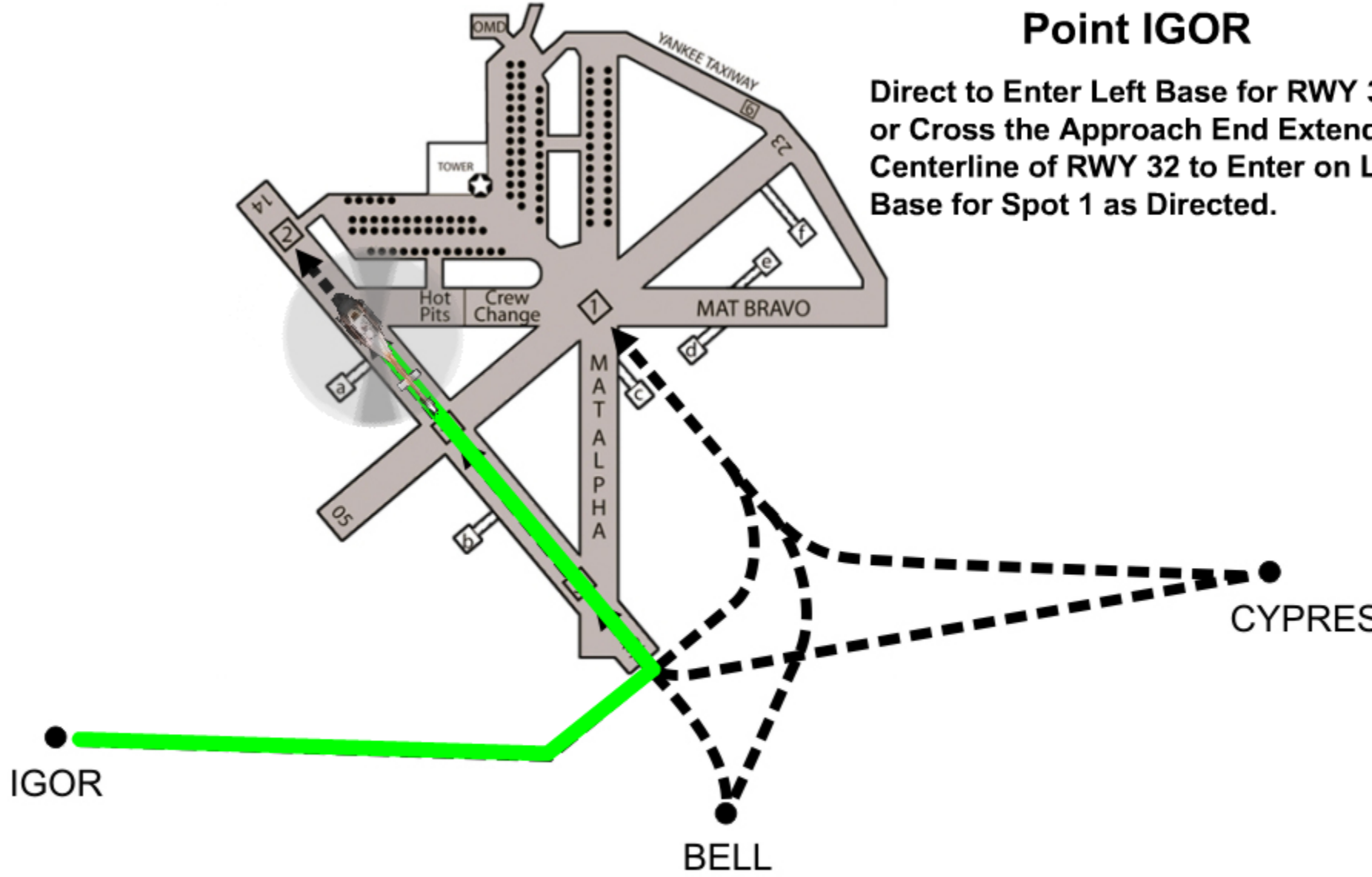
Perimeter Road Highlight



South Whiting VFR Entry

- 3 VFR Entry Points
  - Point IGOR
    - » Arrivals from Pace, Spencer, Site 8, Santa Rosa, East Bay, and Western Area
  - Point BELL
    - » Arrivals from Santa Rosa and East Bay
  - Point CYPRESS
    - » Arrivals from Harold and Eastern Area
    - » Study this for later events!

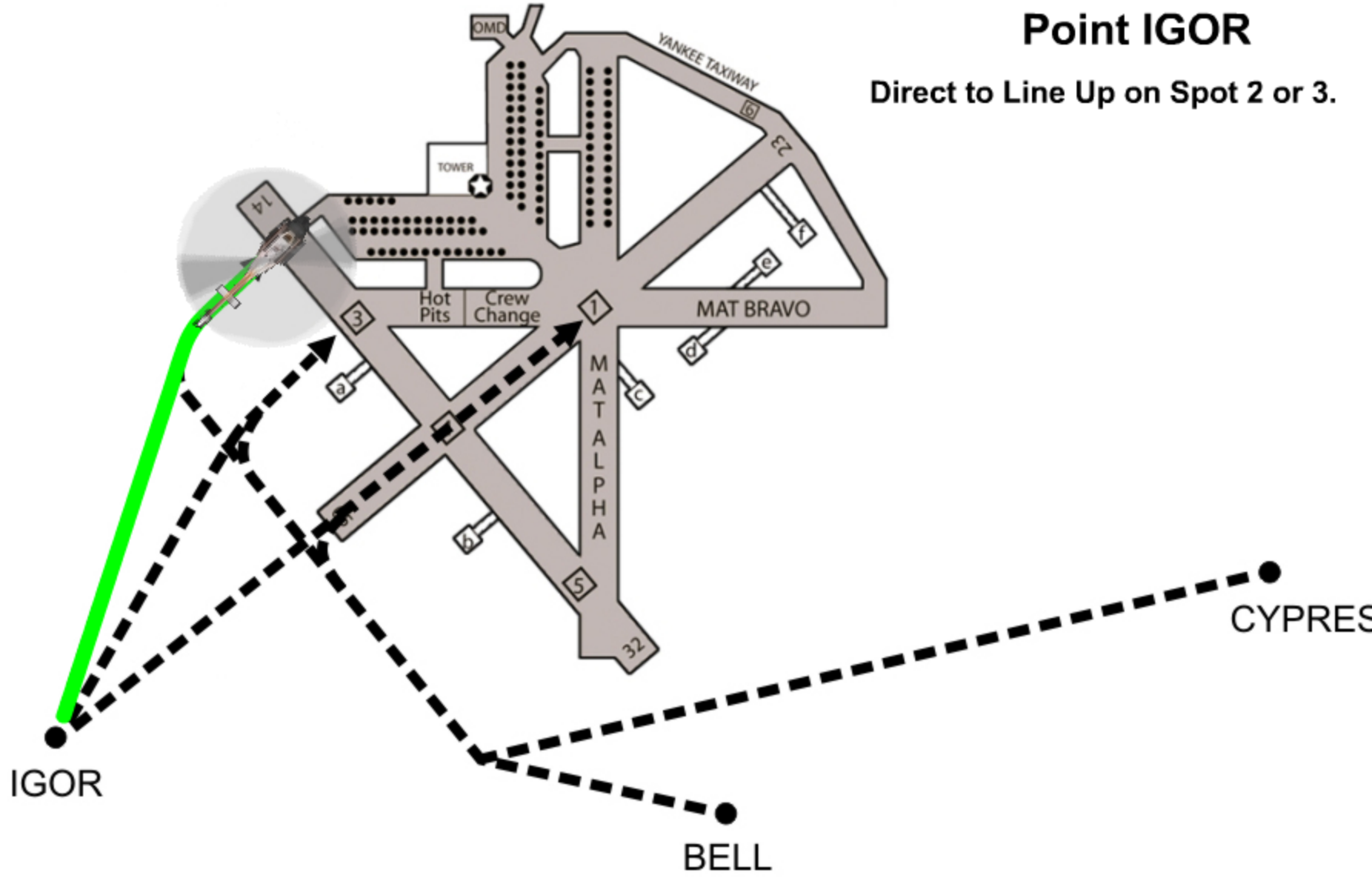
Runway 32 in Use



Play

Click Play to continue.

Runway 5 in Use



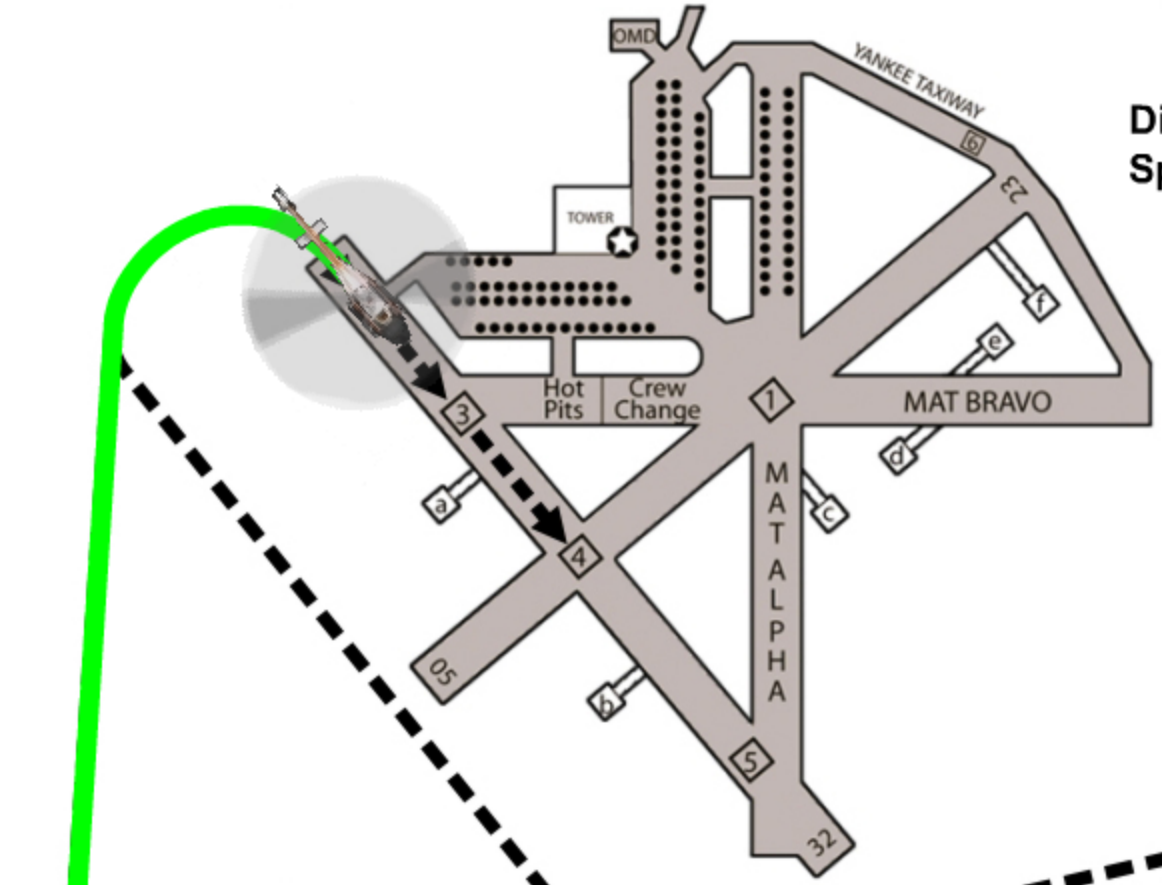
Play

Click Play to continue.

Runway 14 in Use

Point IGOR

Direct to Enter a Right Base for Spot 2 or 3.



IGOR

BELL

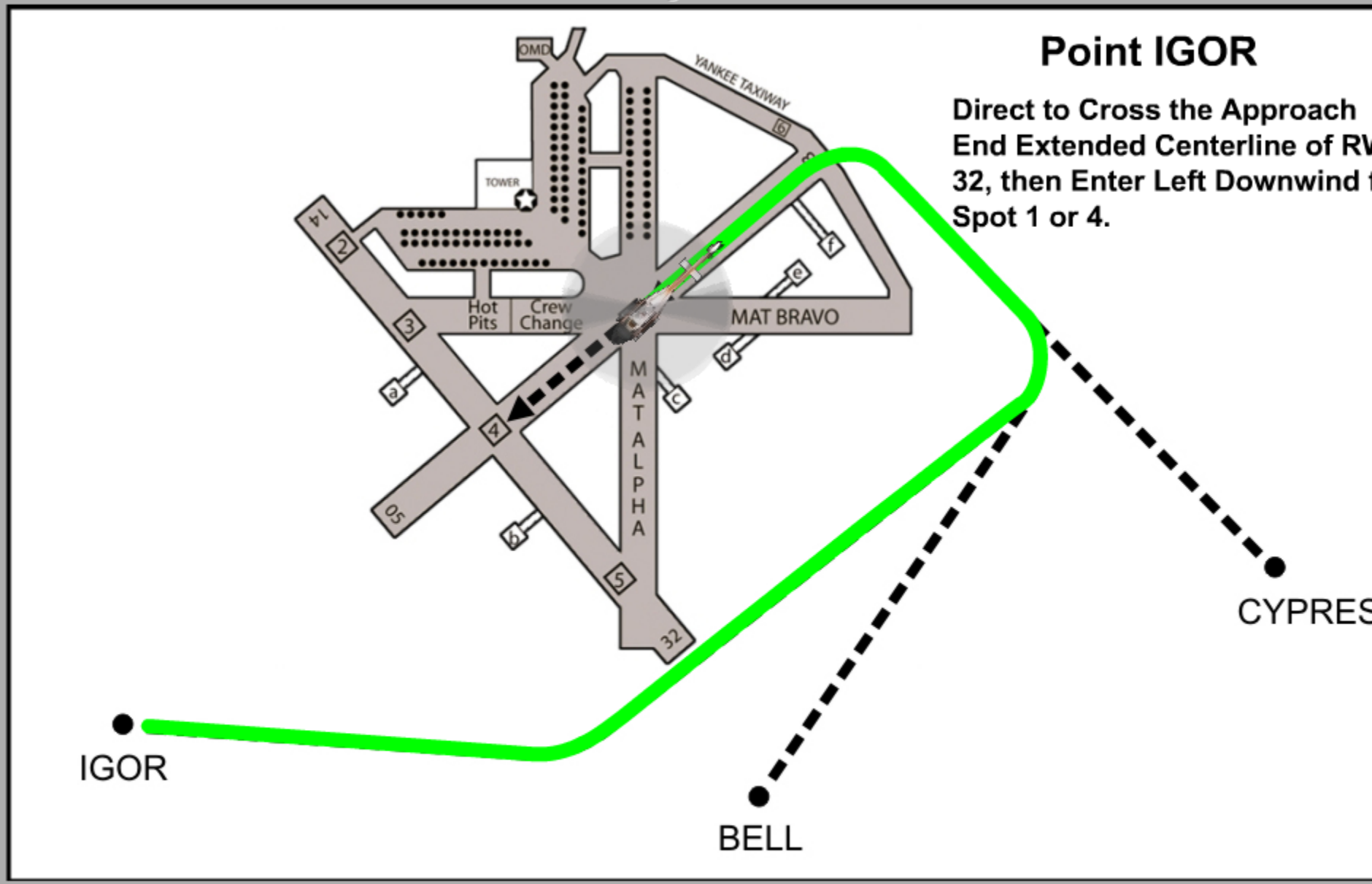
CYPRES

Play

Click Play to continue.

EXIT

Runway 23 in Use



Play

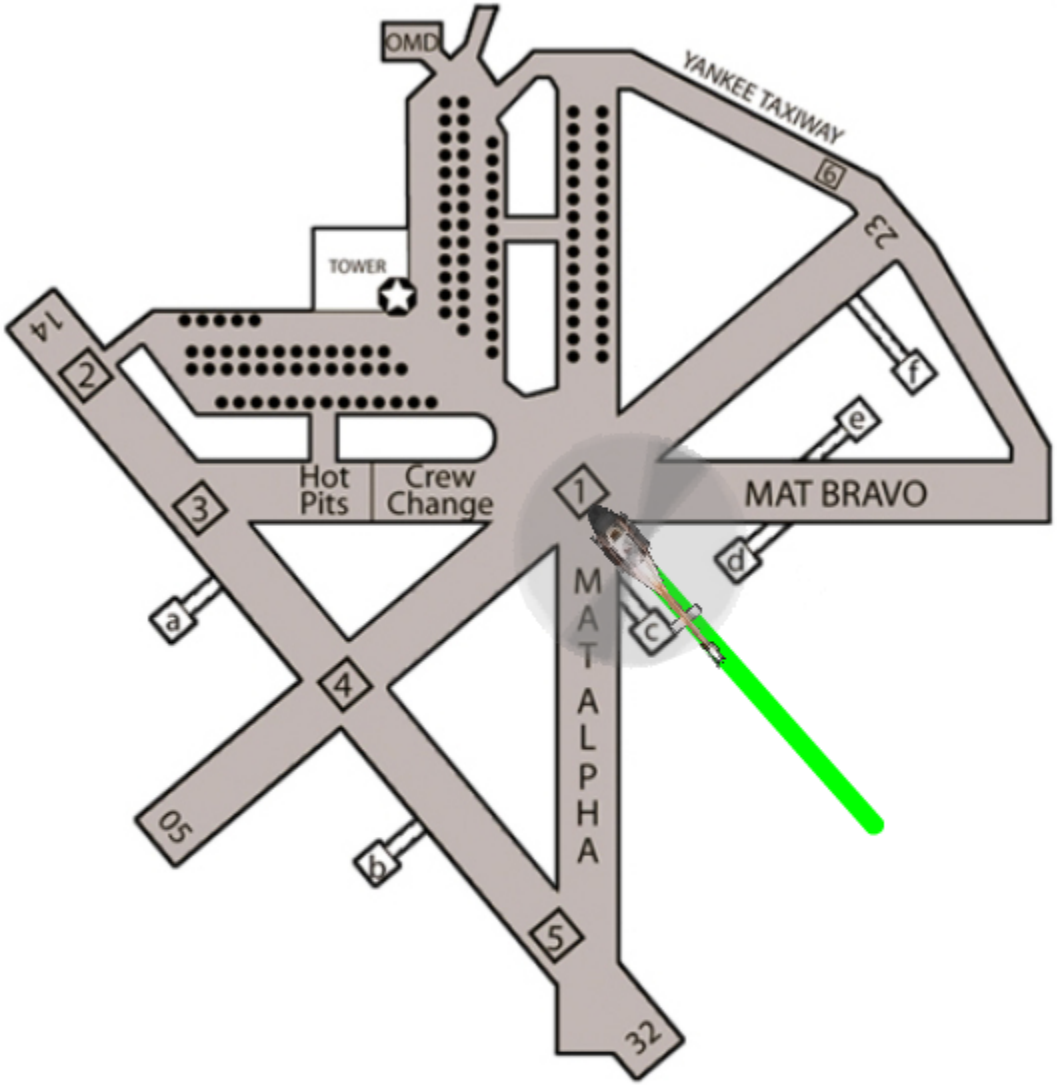
Click Play to continue.

South Whiting Waveoffs

- Waveoffs are made away from the tower and away from the fuel pits.
- When on the runway, begin a climb, contact South Tower, and when cleared, turn downwind.
- When not on the runway, climb and turn away from the duty runway.

South Whiting Waveoffs

Runway 32 Landing Spot 1.

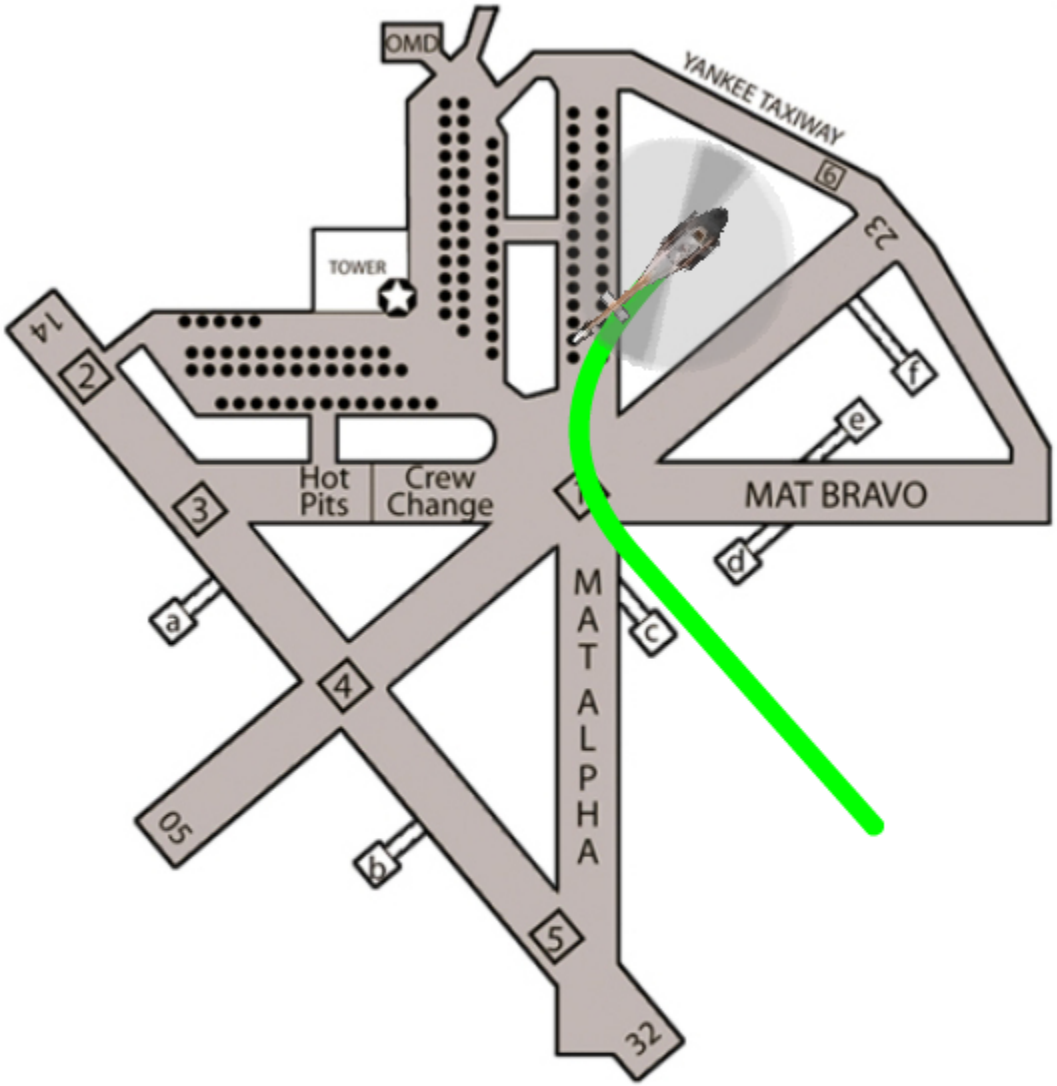


Play

Click Play to continue.

South Whiting Waveoffs

Runway 32 Landing Spot 1.
Climbing Right Turn.

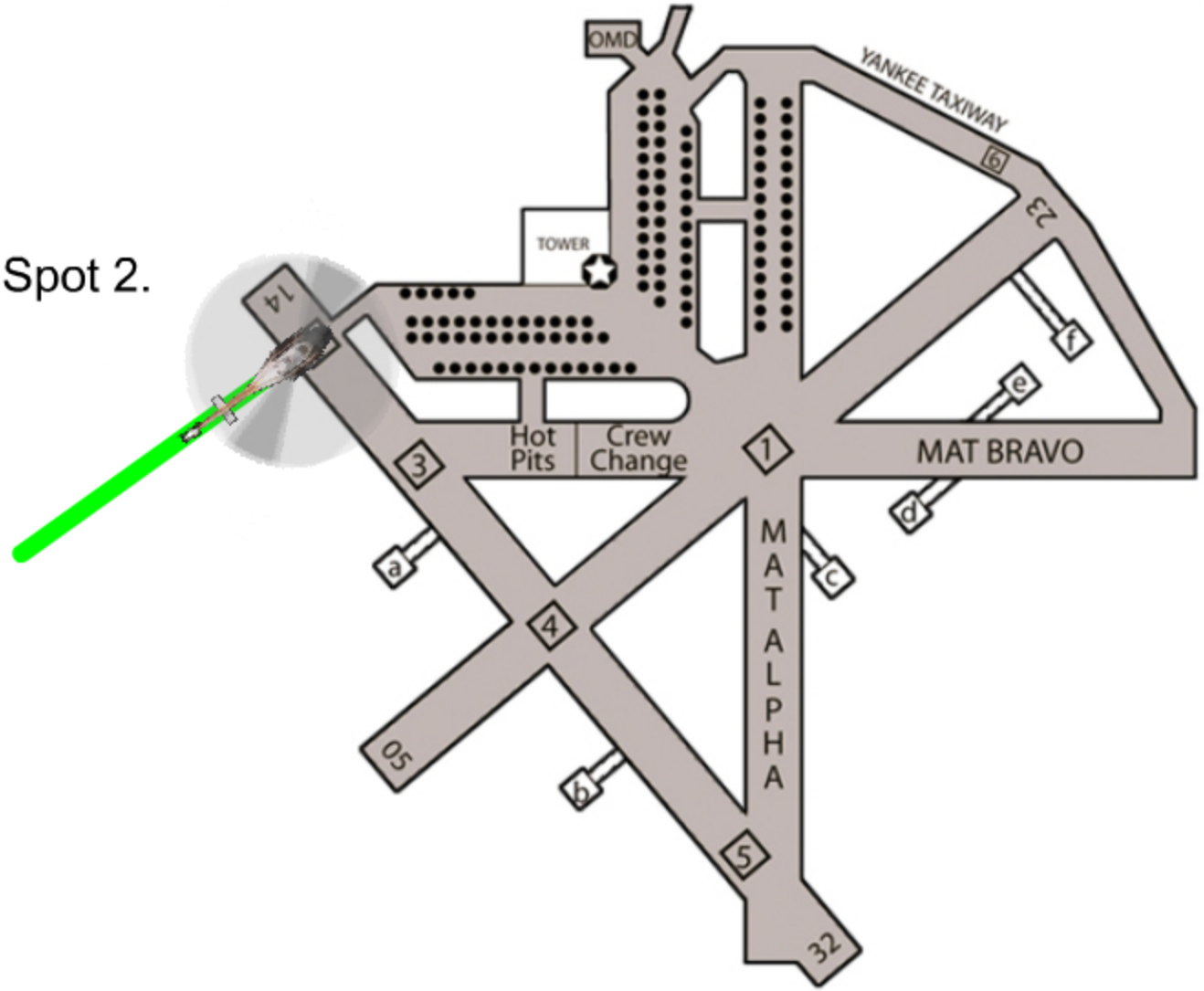


Play

Click Play to continue.

South Whiting Waveoffs

Runway 5 Landing Spot 2.

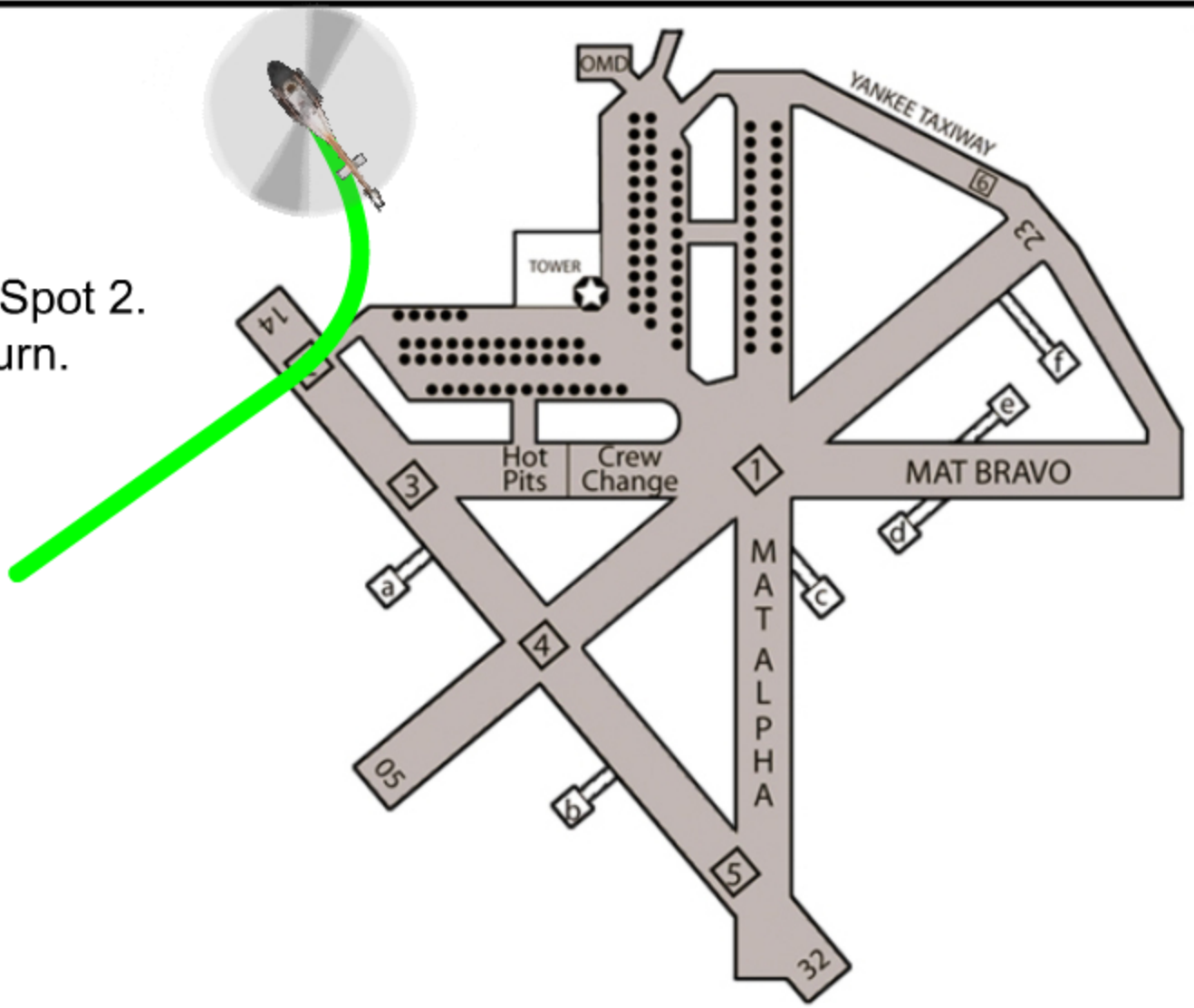


Play

Click Play to continue.

South Whiting Waveoffs

Runway 5 Landing Spot 2.
Climbing Left Turn.

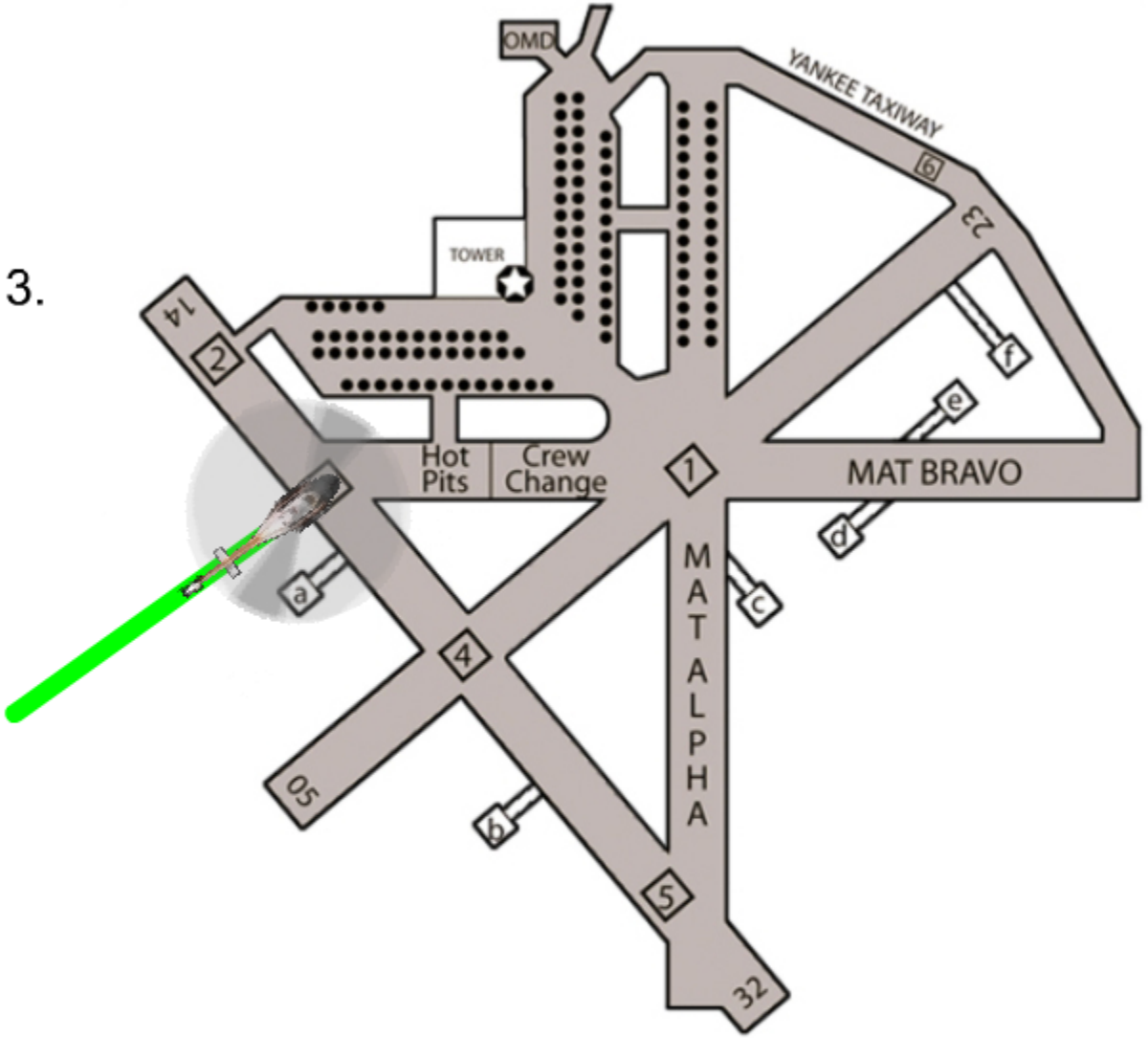


Play

Click Play to continue.

South Whiting Waveoffs

Runway 5 Landing Spot 3.

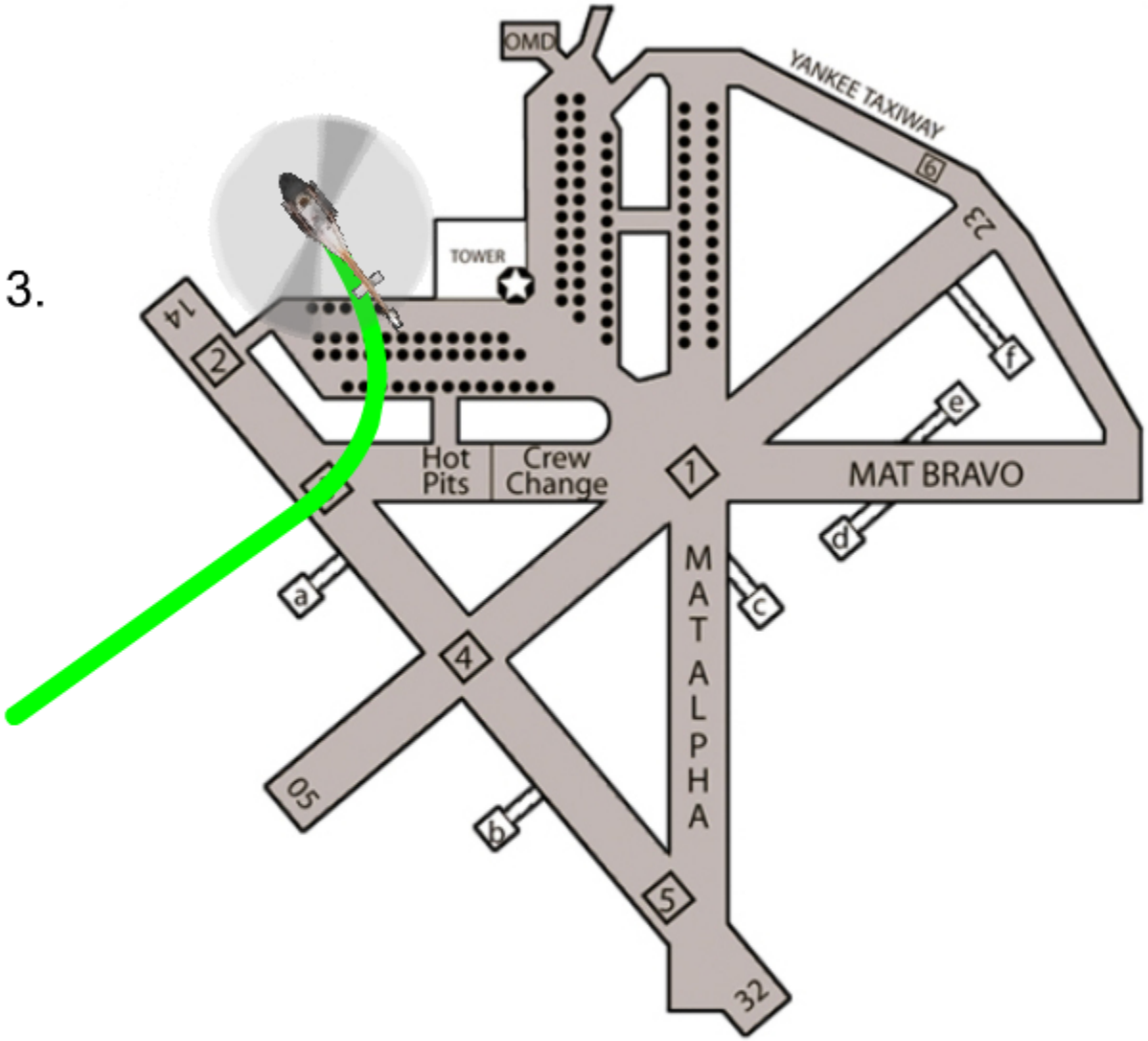


Play

Click Play to continue.

South Whiting Waveoffs

Runway 5 Landing Spot 3.
Climbing Left Turn.



Play

Click FORWARD to contin

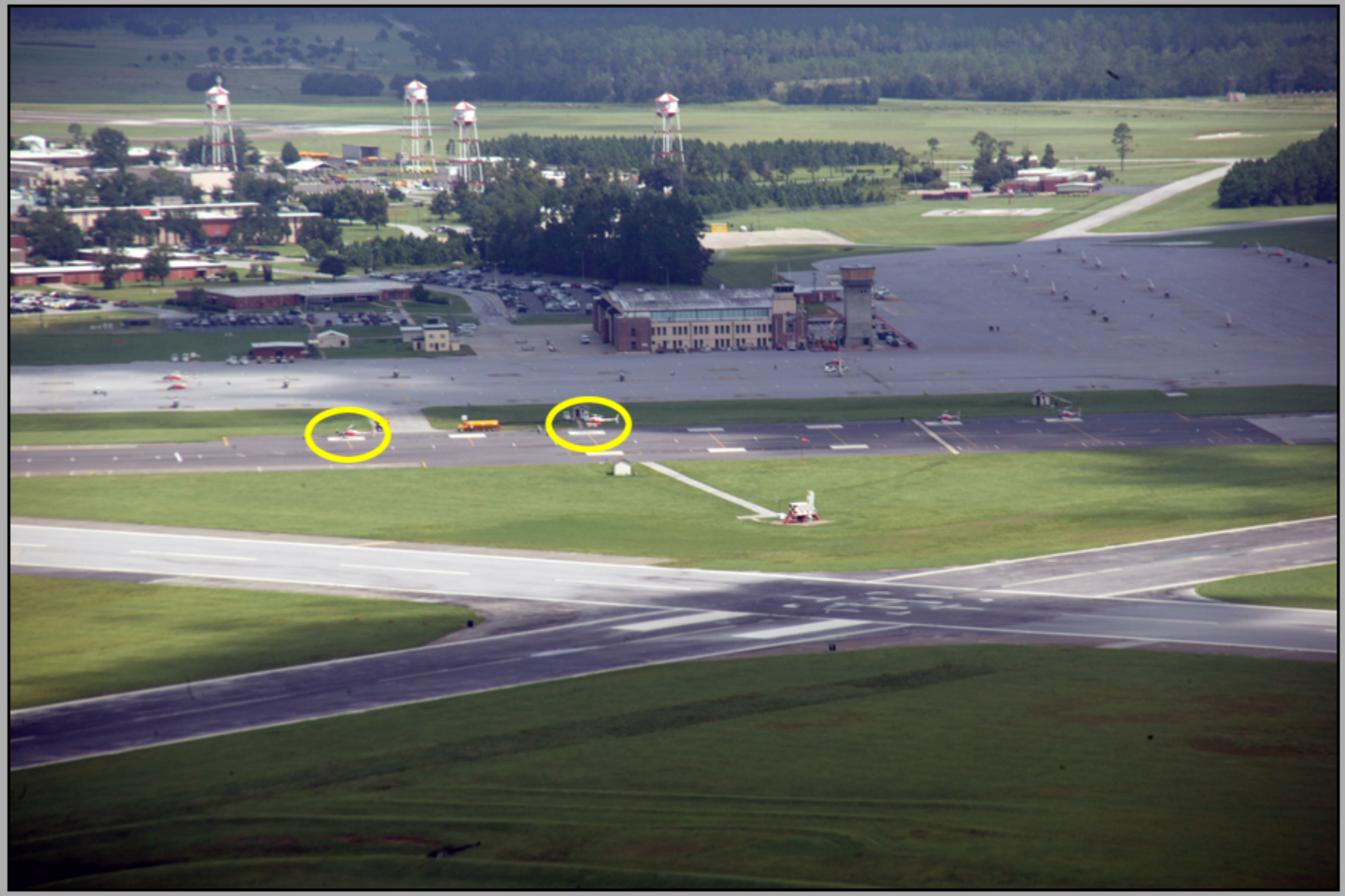
Refueling

- Always taxi W to E in the hot pits (From Spot 3 towards the crew change area).
- For hot refueling, complete the hot refuel checklist, taxi into the pits, and monitor ground.
- To skip refueling and head to crew change area, turn searchlight on.
- Students cannot taxi into or out of the pits until C4401 complete.
- Once complete in the fuel pits, complete the Post-Refuel/Hot Seat checklist.

Crew Change Area

- Clearance from South Ground is not required to taxi from the pits to the crew change area.
- 3 spots on the North, 6 spots on the South
- Can utilize F-G line for overflow

Fuel Pits

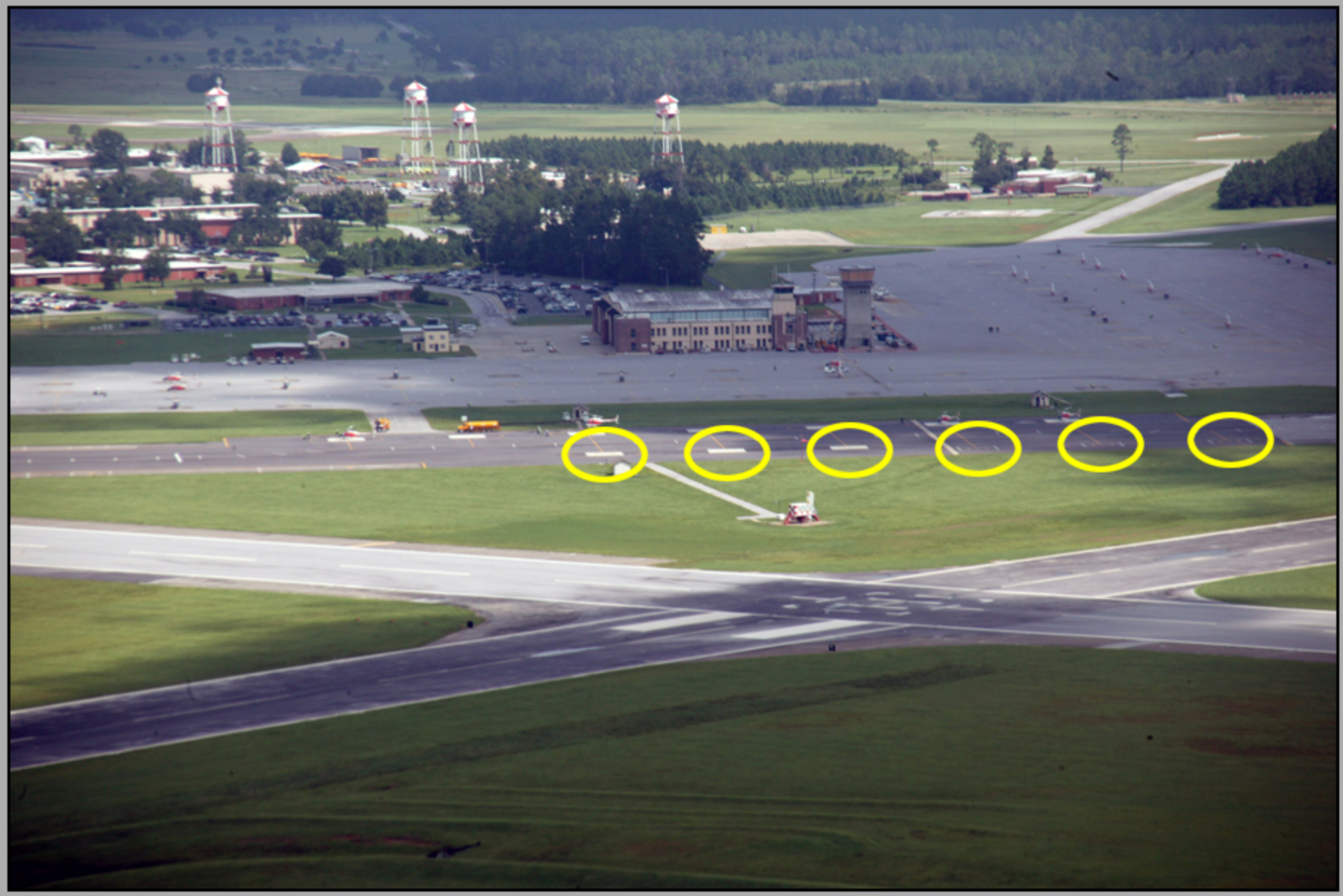


EXIT

North Crew Change Spots (3)

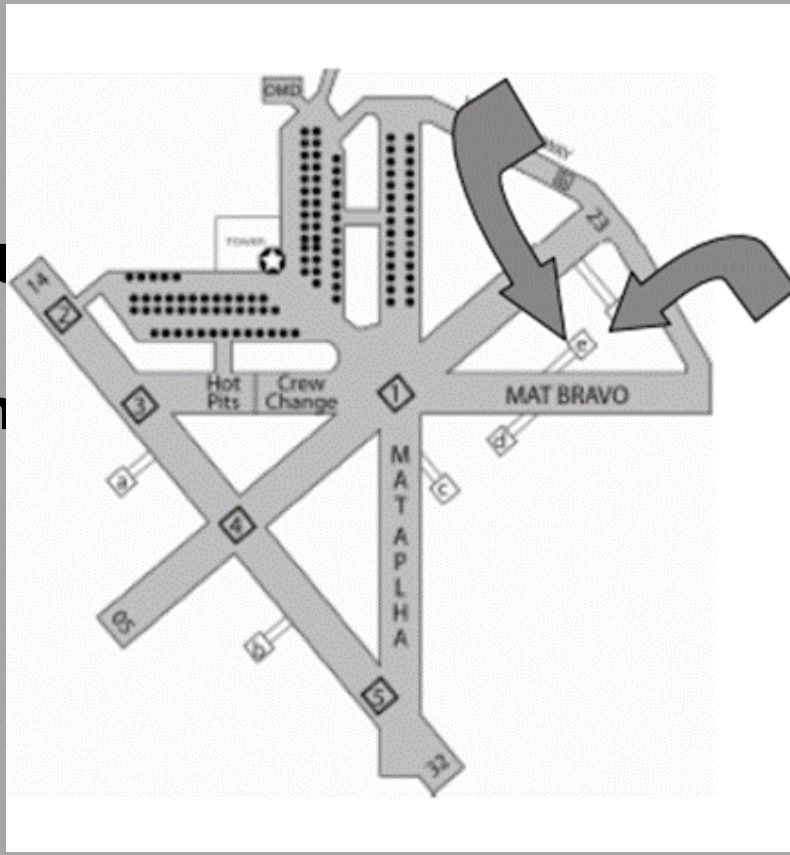
EXIT

South Crew Change Spots (6)



High Wind Recovery

- When winds are outside of NATOPS limits for sideward/rearward flight
- Notify tower with intentions at IGOR, BELL, or CYPRESS
- When landing 14/23 -> land on Pad E and taxi to Mat B
- Sliding is authorized during th day to preclude potential loss of TR effectiveness
- If excessive wind precludes safe operation land and shutdown.



Questions?